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SELECT DOCUMENTS IN CANADIAN ECONOMIC HISTORY

1497-1783

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EDITED BY

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TO

CHESTER WHITNEY WRIGHT

PREFACE

THE constitutional history of Canada has been traced in its general outlines, but the economic history is, for the most part, an uncharted sea. Excellent work has been done in various monographs on certain phases of Canadian economic development, but the structural background is still largely unknown. On the other hand, there are numerous signs of an awakening interest in the subject, and the well-known students of constitutional history have given increasing attention to economic development, especially in respect to public finance, banking, and transportation, which have a close relation to constitutional questions. A great deal remains to be done in the study of manufactures, agriculture, the fisheries, forests, and mines.

This volume has been planned, consequently, to further the growing interest in these subjects and to attempt to give this interest a certain direction. The scope of the volume is limited to the period prior to 1783, and no pretence is made of including all the documents available prior to that date. Originally a book had been planned by Mr. A. R. M. Lower and myself to cover the economic history of Canada to 1914. The work was to be divided into three parts, the fishing industry and the fur trade, 1497-1783, the lumber industry and settlement (the waterways period), 1783-1850, and minerals, wheat, and pulp and paper (the railroad period), 1850-1914, the middle section to be covered by Mr. Lower and the other sections by myself. The wealth of material in the first period, which was in transcript form, made it seem advisable to publish a first and separate volume. It is hoped that the remaining two sections will be published in a second volume in due time. The first volume is planned as an extension of the work in the field begun by Dr. Adam Shortt in his *Documents relating to Canadian currency, exchange and finance during the French Period* (Ottawa, 1925) (2 vols.) and the student is expected to use these extensively edited volumes for references on biographical and other details and on the subjects of currency and exchange.

Documents have been selected to illustrate a promising line of attack, to make more generally available basic materials for the study of a period in which printed sources on economic history are relatively scarce, and especially to provide undergraduates with a text from which they may be able to develop a technique for the study of Canadian economic history. It is hoped that material has been provided which will enable the student to attack with greater confidence and success not only the period prior to 1783 but more especially the later periods. If more graduate work can be done in the subject and monographs can be written, we shall gain a knowledge of Canadian economic history comparable with that which we now have with respect to Canadian constitutional development.

The volume is based unavoidably on official documents, as will be seen from the sources indicated. Nevertheless where business papers have been available, they have been largely drawn on as in the case of the *Ermatinger Papers*. It has been the intention to stress the importance of such papers and to arouse interest in material which is rapidy disappearing. The Public Archives at Ottawa has done much to stimulate an interest in business records, but it is important that the provinces, and the municipalities, and especially the business firms themselves, should realize the value of their own archives. If every business firm and every library realized the importance of these records and took measures to preserve them, the task of the economic historian would be immeasurably simplified. We should be able to trace the commercial and business organization of Canada just as the political organization has been traced.

The plan of the volume is briefly to present documents centering about the fishing industry of the Maritime provinces and the fur trade of New France. As far as possible the extracts are arranged according to subject and chronologically. Attention may be concentrated on the general economic development of a few years or on some one phase of economic development throughout the whole colonial period.

I should like to thank at this point Mrs. J. L. McDougall and my sister, Miss H. E. Innis, for undertaking slavish work

without which the volume would have been impossible. I am indebted to Prof. G. W. Brown for numerous valuable suggestions in arranging the material and I am under heavy obligation to my wife for help in the weary task of proof-reading.

H. A. I.

TABLE OF CONTENTS

PREFACE - - - - - - - - - - - vii

INTRODUCTION - - - - - - - - - xxix

PART I.—THE FISHING INDUSTRY

French Fisheries to 1713

PAGE

I. A description of the Newfoundland fisheries - 9
II. Outfitting vessels for long voyages A - - - 11
B - - - 14
III. The importance of the fisheries - - - - - 15
IV. The technique of dry fishing - - - - 17
V. Regulations in the dry fishery - - - - 47
VI. Advantages of the Acadian dry fishery - - 49
VII. Advantages of a local market in the fishery - 50
VIII. A description of the French fishery on the coast of Nova Scotia - - - - - - - 51
IX. Advantages and disadvantages of the skiff and the shallop - - - - - - - - - 53
X. Settlement in Nova Scotia prior to 1713 54
Agricultural beginnings - - - - - 61
General descriptions
A. L'Acadie - - - - - - 62
B. Mémoire du sieur Meneval - - - 63
C. Sur le commerce de France icy - - 65
D. Mémoire des costes de l'Acadie - - 66
E. Mémoire au sujet de l'Acadie vers le mois de Mars 1712 - - - - - 66
F. Cape Breton - - - - - - 68
Effects of war
Difficulties in Acadia - - - - 69
Effects on provision supply - - - 69

FRENCH FISHERIES 1713-1763

PAGE

XI. Extent of the French fisheries after 1713 - - 73
XII. Advantages of Louisburg as a new base - - 74
XIII. Growth of the fisheries
State of the strength, trade and fishery of Cape Breton 1735 - - - - - - 75
Cape Breton in 1736 - - - - - 76
State of the French fishery at Cape Breton in June 1739 - - - - - - - 77
The Cape Breton fisheries in 1762 - - - 79
XIV. Fluctuations in the Fisheries
Exhaustion of the fishery - - - - 80
A bad year - - - - - - - 80
Migration of fish - - - - - - 81
Storms - - - - - - - - 81
Decline in trade - - - - - - 81
Fall in prices - - - - - - - 82
A poor drying season - - - - - 82
High cost of provisions - - - - - 82
Competition with English cod - - - 83
Reasons for decline of the inshore fishery - 83
Necessity of extending time for harbour lights - 84
XV. Labour
A. Character of the population
Love of chicane - - - - - 85
Lack of enterprise - - - - - 85
B. Health
Disease brought by King's ships - - 85
Scurvy - - - - - - - 86
C. Wages
Effects of fishing from boats - - - 86
Importance of labour in the fishery - 87
Wage regulations - - - - - 88
Desertion of boats from Niganiche to Newfoundland - - - - - 89
A survey of the fisheries showing the effects of high wages - - - - 90
The control of fishing vessels from France 96
Price regulations - - - - - 96
Satisfactory prices - - - - - 97

PAGE

D. Government control
Regulations for sale of liquors - - 97
General regulations - - - - 99
XVI. Supplies for the fisheries
A. Supplies from France
Character of commodities needed in the colonies - - - - - - 100
Losses occasioned by foreign vessels - 103
Shortage of food supplies - - - 104
Regulation of foreign vessels - - - 104
Protest against trade with English - 105
Fishing vessels from France and the Colonies supplies - - - - 107
The lack of supplies - - - - 108
Effects of failure in supplies - - - 109
Supply of provisions from France inadequate - - - - - - 109
Lack of provisions hampers trade - - 110
Complaints of monopoly control of supplies - - - - - - - 110
Difficulties incidental to supplies from Quebec - - - - - - 113
Reliance of the habitants on garrison supplies - - - - - - - 113
Fixed prices for partridge and rabbits - 114
Loss of provisions in transport from France - - - - - - 114
Lack of provisions for the troops - - 115
B. Supplies from Cape Breton
Manufacture of bricks - - - - 115
Difficulty of transporting coal to France 116
Possibilities of coal mines - - - 116
Timber in Cape Breton - - - - 116
Location of timber in Isle St. Jean - 117
Cape Breton cannot supply timber for West Indies - - - - - 117
Shipbuilding timber in Cape Breton - 118
C. Supplies from Prince Edward Island
Plague of mice - - - - - 119

PAGE

Isle St. Jean as a base for Cape Breton - 119
Loss of crops - - - - - - 120
Failure of agriculture in Cape Breton - 120
Inadequate agricultural technique - - 120
Loss through *bled noir* - - - - 121
Failure of supplies - - - - - 121
Mémoire sur l'Isle Saint Jean - - 121
Fishing *vs.* agriculture - - - - 123
D. Supplies from Nova Scotia
Smuggling to Cape Breton - - - 124
Acadians trading with Cape Breton - 125
Shipbuilding - - - - - - 126
E. Supplies from New England
Trade at Canso - - - 127
English trade at Louisburg - - - 127
Character of English trade at Louisburg - 128
Canso as an entrepot - - - - 129
Supplies ordered from New York - - 129
New England trade - - - - 130
Trading rendezvous - - - - 130
Method of prosecuting trade to New England - - - - - - 130
Extent of trade to Louisburg A - - 131
B - - 132
Purchase of English boats - - - 133
Avoidance of regulation prohibiting trade 133
English in the West Indies trade - - 133
Fresh provisions from the English - - 134
Clandestine trade - - - - - 134
Flour brought from New England - - 135
Complaint by St. Malo merchants of English trade - - - - - 136
Supplies from Boston for Louisburg - 139
Dependence on New England - - 139
English West Indies inadequate to supply New England - - - - - 139
Necessity of dependence on New England 140
XVII. Summary of Trade
Character of external trade - - - - 141

PAGE

Trade with West Indies and piracy - 141
Balance of Trade - - - - - 142

XVIII. Mercantile policy and the fisheries
Effects of war
A. Migration to Ile St. Jean - - - 145
B. Demand for supplies during the war - 145
Importance of the fishery to the navy - - 146
Importance of the fishery to trade - - - 146
Public Finance - - - - - - 147
French import duties - - - - 147
Expenditures in the colony - - - 148
Taxation of fishery - - - - 149
Taxation of boats - - - - - 149

ENGLISH FISHERIES 1713-1783

XIX. Technique of the English fishery
The fishery at Canso - - - - - 153
Technique of Canso fishery - - - - 154
Growth of Canso fishery - - - - 154
Organization of the Canso fishery - - - 155
Extent of Canso fishery - - - - - 158
Problems of Canso fishery - - - - 160
Trade with Canso fishery - - - - 161
Decline of the Canso fishery - - - - 162
Government policy toward the fisheries - - 163
Advantages of the possession of French colonies 164
Demand for English manufactures - - 164
Disorganization of the fishery after the Conquest - - - - - - - - 165
Fishing around Gaspé - - - - - 166

XX. Population
Immigration from Europe
Competition with Boston - - - - 168
Estimates of cost of emigration - - - 168
Conditions of emigration A - - - 169
B - - - 169
C - - - 170
D - - - 170

PAGE

Settlement of Halifax A - - - - 172
B - - - - 172
C - - - - 173
Loss of emigrants to the French - - - 174
Financing of emigration - - - - 174
Wages of settlers - - - - - 175
Progress of Lunenburgh - - - - 175
Protests against emigration from Great Britain - - - - - - - 176
Checking English emigration - - - 177
Immigration from New England A - - - 177
B - - - 177
Overpopulation in New England colonies - 178
Encouragement of migration from New England - - - - - - - 178
United Empire Loyalists A - - - 179
B - - - 181
C - - - 182
D - - - 182
E - - - 183
F - - - 184
G - - - 185
H - - - 186
I - - - 186

XXI. Agriculture
Backwardness of French agriculture - - 188
The use of dykes at Minas - - - - 188
French agricultural technique - - - 189
Agriculture at Halifax - - - - - 190
Expulsion of the Acadians A - - - - 190
B - - - - 190
Dependence of English on French experience with dykes - - - - - - - 192
Problems of agriculture - - - - - 192
Request for Acadian labour from English - 194
Agriculture technique - - - - - 195
Land policy
Encouragement to settlers - - - - 202
Speculation in land - - - - - 203

PAGE

Terms of land sales - - - - - 203
Financing of land sales - - - - 204
Grants to loyalists - - - - - 204

XXII. Industry

Manufacture of bricks - - - - - 206
Lumber
Trade in lumber - - - - - - 206
Prices of timber - - - - - - 207
General manufactures
Manufacturing A - - - - 207
B - - - - - 208
C - - - - - 209
Effects of mercantile policy on manufactures 210
Mining
Account of coals received from the mines - 211
Effect of mercantile policy on mining - - 212
Extent of mining - - - - - 212
Sale of coal in Quebec - - - - 213

XXIII. Transport and Communication

Communications in Nova Scotia - - - 214
Road building - - - - - - 214
Importance of water transportation - - 214
Problems of financing road construction - - 215
The harbour of Charlottetown - - - 216
Disadvantages of roads from a military viewpoint - - - - - - - - 217
Postal facilities - - - - - - 217

XXIV. Trade

Problems of reorganization following the Treaty of Utrecht
A. Effects of monopoly of Boston - - 218
B. Regulation of trade in grain - - 218
Extent of trade in Nova Scotia - - - 219
Development of Nova Scotia's trade A - - 220
B - - 221
Embargo on exports - - - - - 222
Privateering - - - - - - - 223
Smuggling with the French A - - - 223
B - - - 223

Smuggling with the French C - - - 224
D - - - 224
Nova Scotia's balance of trade A - - - 225
B - - - 226

XXV. Public Finance
Charges of graft - - - - - - 228
The right to tax - - - - - - 228
Charges of fraud - - - - - - 228
Financial problems of Nova Scotia - - - 230
Difficulty of collecting quit rents in P.E.I. A 231
B 232
C 233
Effects of American Revolution - - - 233

XXVI. Settlement in Nova Scotia after 1713
Cobequid - - - - - - - 235
Shebenectoc - - - - - - - 235
Les Mines - - - - - - - 235
Les Mines - - - - - - - 236
Port Royal - - -- - - - 236
Description of Nova Scotia - - - - 237
Beau bassin or Chignecto - - - - 237
A sketch of province of Nova Scotia - - 238
L'Acadie - - - - - - - 239
Description of several towns in the province of Nova Scotia - - - - - - 240

WHALE, SEAL AND WALRUS FISHERIES

XXVII. Whaling
Description of whaling - - - - - 251
Extent of the Canso whale fishery - - - 253

XXVIII. Seal, Walrus and Porpoises
Seal and walrus fishing A - - - - 253
B - - - - 254
Fluctuations in the seal fishery - - - 255
Winter seal fishery - - - - - - 255
Technique of Labrador seal fishery - - - 256
Technique of walrus fishery - - - - 257
Porpoise fishery in the St. Lawrence A - - 263
B - - 263
B - - 263
Exploitation of walrus fishery - - - 264

PART II—THE FUR TRADE

THE FUR TRADE PRIOR TO 1663

XXIX. Agriculture and settlement PAGE

Beginnings of agriculture at Quebec - - 275
Disease among the early settlers - - - 276
Difficulties of Agriculture - - - - 276
Success of Agriculture A - - - - 277
B - - - - 277
A mission settlement - - - - - 278
Winters in New France - - - - - 279
Effects of the capture of Quebec - - - 279
Heavy yields of crops - - - - - 280
Settlement at Three Rivers - - - - 280
Famine at Three Rivers and Montreal - - 280
Information for emigrants A - - - - 281
B - - - - 283
Character of houses - - - - - 285
Effect of fur trade on agriculture - - - 286
Dependence on hunting and fishing - - 287
Importance of the fur trade A - - - 287
B - - - 287

THE FUR TRADE FROM 1663-1713

XXX. Population

Disease from vessels - - - - - 291
Problems of wholesale immigration - - 291
Immigration of young women - - - 292
Increasing population - - - - - 293
Encouragement of large families - - - 293
Excess of male population - - - - 294
Type of settlers demanded in Canada - - 294

XXXI. Agriculture and settlement

Contributions of the Indians to Agriculture - 295
Difficulties in farming - - - - - 296
Clearing the land - - - - - - 296
Failure of the harvest - - - - - 297
Plague of caterpillars - - - - - 298
Importing food from France - - - - 298
Encourage raising of sheep - - - - 298

PAGE

Slow progress of settlement - - - - 299
Sowing wheat in Canada - - - - 299
Discourage raising of horses - - - - 300

XXXII. Labour problems
Skilled labour in demand - - - - 301
Regulations regarding tanners in Montreal - 301
Means of increasing labour supply - - - 302
An apprentice engagement - - - - 303

XXXIII. Timber and shipbuilding
Character of trees A - - - - - 304
B - - - - - 304
Prices of timber products - - - - 306
Uncertainty of timber market - - - 307

XXXIV. Internal transportation
The canoe - - - - - - - 308
Winter travel - - - - - - - 310
Streets in New France - - - - - 310
Transport from Quebec to Montreal - - 311

XXXV. Internal trade
Regulation of trade - - - - - 311
Municipal regulations as to price of bread - 313
Regulation of prices of grain - - - - 314
Regulation of hotels - - - - - 315
Marketing regulations - - - - - 316

XXXVI. External transport
New France to Old France A - - - - 317
B - - - - 317
Demand for trained pilots - - - - 319

XXXVII. External trade
Trade with West Indies - - - - - 320
An early experiment with West Indies trade - 324
Complaint against merchants of La Rochelle - 325
The value of wheat - - - - - 326
Demand for salt - - - - - - 327
High price of salt - - - - - - 327
Direct trade with West Indies - - - 328
Fraud in trade in flour to West Indies - - 328
Export of flour from Canada - - - - 329

XXXVIII. Public finance

Tithes PAGE

Temporary reduction of tithes - - - 330
Further reduction of tithes - - - - 330
Regulation of tithes - - - - - 331

General taxation

Tax paid by fur trading companies - - 332
Items of expenditure - - - - - 333
Arrangement with the West India Company 335
Defrauding the Company - - - - 335
Tax on tobacco and wines - - - - 336
Tax collected through "farmer general" - 337
Exemption of taxes on West Indian trade - 340
Smuggling - - - - - - - 341
Tax on other goods - - - - - 342
Balance sheet in 1705 - - - - - 343
Losses of *fermier* - - - - - 345

FUR TRADE 1713-1763

XXXIX. Population

Tuberculosis - - - - - - 349
Loss of life through smallpox - - - - 349
Contagion from the King's ships - - - 350
Character of population - - - - - 351
Complaints against the King's ship as a bearer of disease - - - - - - - 351
Havoc occasioned by deserters in wars - - 352

XL. Agriculture and the Food Supply

Fishing and hunting - - - - - 353
Maple sugar - - - - - - - 355
Difficulty of decreasing the number of horses - 355
Regulation as to farm animals - - - 356
Regulation regarding milking of cows in common herd - - - - - - 357
Difficulties of encouraging raising of cattle A - 358
B - 358
Discouragement by French government of raising horses - - - - - - - 359
Contrast of farming in France and Canada - 360
Difficulties with wheat crop - - - - 360

PAGE

Request for assistance from France - - 361
Effects of a poor harvest - - - - 361
Failure of supply of bread - - - - 362
Causes of slow agricultural growth - - - 363
Difficulties of forecasting - - - - 363
Shortage of corn at Michilimakinac - - 364
A crop report - - - - - - - 364
A bad harvest - - - - - - - 364
A plague of caterpillars - - - - - 365
Shortage of food - - - - - - 365
Fishing supplementary to agriculture - - 366
A bad harvest - - - - - - - 366
Misery attending delay of provisions from France - - - - - - - - 367
Crop failure - - - - - - - - 367
Special agricultural products
A. Tobacco
Difficulty with cut worm - - - 368
Objections of the church to raising tobacco - - - - - - - 368
Climatic limitations - - - - 368
B. Hemp
Difficulties of growing hemp - - - 369
Difficulty of introducing culture of hemp 369
Production of hemp - - - - 370
Preparation of hemp - - - - 371
Complaints against Canadian hemp - 372

XLI. Specific industries
Domestic industry in textiles - - - - 373
Tar - - - - - - - - - 373
Glue A - - - - - - - - 373
B - - - - - - - - 374
Iron A New England technique - - - 374
B Manufacture of horse shoe nails - - 375
C St. Maurice forges - - - - 375
D Undue expense of construction - - 376
E Description of iron works - - - 376
F Increasing costs of operation - - 377
Tile - - - - - - - - - 378

		PAGE
Lumber		
	A Character of wood	378
	B Manufacture of lumber	380
	C Exports of lumber products	382
	D Characteristics of varieties of lumber	383
	E Waste of timber	384
	F Waste from settlers' fires	384
	G Bad preparation of lumber	385
	H Advantages of Montreal for location of shipyard	385
	I Technique of lumbering	386
	J Effects of winter climate on sawmills	387
	K Floating logs down Chambly Rapids	387
	L Carelessness in handling timber	388
	M Defects of timber	388
	N Discovery of new limits	389
	O Neglect in handling timber for boats	389
	P Loss through fire	390
	Q Necessity of conservation	390
	R Importance of masts	391
Hats		
	Manufacture of beaver hats	391
	Prohibition of hat industry	392
XLII. Labour		
	Wages in the fishery	393
	Wages at Quebec	393
XLIII. Internal transport		
	Regulations as to fire and streets	394
	Clearing snow from roads	395
	Regulations keeping swine off streets	396
	Road from Montreal to Quebec A	396
	B	397
	C	398
	New roads	398
	Water transport	
	A Improving the river bed	398
	B Character of boats	399
XLIV. External transport		
	Late arrival of vessels at Quebec	399
	Sounding of the river	400
	Difficulty with adverse winds	400

PAGE

Late arrival of vessels - - - - - 400
Improvement of the transverse - - - 401

XLV. Internal trade

Municipal regulations - - - - - 401
Protest against small traders from France - 402
High prices - - - - - - - - 403
Regulations as to sale of grain - - - 404
Protest against French merchants - - - 404
Freedom of trade - - - - - - 406
Regulation as to killing of cattle - - - 407
Regulation of measures A - - - - 407
B - - - - 407
Dangers of flooding the market - - - 408
Defence of small retailer - - - - 408
Rise in prices - - - - - - - 412
Cost of living in France and Canada - - 412
Prices at Montreal and Quebec - - - 413
Regulation of regrating - - - - - 413
Prices at Quebec, Kingston and Niagara - 414
Effect of war on prices A - - - - 414
B - - - - 415
Effect of cessation of war on prices - - 415
Effect of paper circulation on prices - - 415

XLVI. External trade

Bad flour sent to the West Indies - - - 417
Extent of external trade - - - - - 418
The balance of trade A - - - - - 418
B - - - - - 419
C - - - - - 421
Difficulties of Cape Breton market - - - 423
Trade with vessels from France - - - 424
Ginseng A - - - - - - - 424
B - - - - - - - 425

XLVII. Public Finance

Provisions favouring colonial trade - - - 427
Duties on furs in France - - - - 427
A plea for tax reduction - - - - - 428
Expenditures - - - - - - 429
Receipts - - - - - - - 430

FUR TRADE 1763-1783

		PAGE
XLVIII.	Population	
	Encouragement to the increase of population	433
	Inoculation	434
XLIX.	Agriculture and settlement	
	Flax	434
	Vegetable products A	435
	B	435
	C	435
	Methods of increasing wheat production	436
	Farm equipment A	438
	B	438
	Advantages of using oxen	439
	Notes on agriculture	439
	Improved harvesting methods	440
	Protection of game	443
	Regulations against trespassing	443
	Farming methods	443
	Use of fertilizer	445
	Land policy	
	Effects of seigniorial system	446
	Soldier settlement A	447
	B	447
	Settlement of the seigniories	447
L.	Industry	
	Potash	
	Export of potash	448
	Advertisement soliciting ashes A	449
	B	450
	Failure of firms in potash industry	450
	Manufacture of potash	451
	Iron products	452
	Lumber	
	Character of lumber mills	454
	Possibilities of American lumber export trade	454
	Demands of English lumber market	455
	Development and difficulties of stave industry A	458
	B	458

PAGE

Bounties on staves - - - - - - 459
Inadequacy of bounty on staves - - - 460
General industry
Descriptions of industry A - - - - 462
B - - - - 463
C - - - - 464
D - - - - 465
E - - - - 465
Mercantile policy - - - - - 465

LI. Labour
Slavery and indenture - - - - - 466
Apprenticeship - - - - - - 468
Skilled occupations - - - - - 469
Wages - - - - - - - - 470
Poor relief - - - - - - - 472

LII. Internal Transport
Storage of canoes - - - - - - 473
Transport on the Great Lakes A - - - 473
B - - - 474
C - - - 474
The Mississippi - - - - - - 475
Roads and streets - - - - - - 476

LIII. Communications
Postal facilities - - - - - - 484
Newspapers - - - - - - - 494

LIV. External trade
Boats—entries and departures for 1764 - - 496
Character of foreign trade - - - - 502
Trade statistics 1768, 1778 - - - - 504
Business organization of external trade - - 507
Effects of war on trade A - - - - 513
B - - - - 514
C - - - - 515
Insurance
Fire - - - - - - - - 517
Marine - - - - - - - 517
Exchange A - - - - - - - 518
B - - - - - - - 520

LV. Internal trade PAGE
Purchasing of wheat - - - - - 521
Sale of lumber - - - - - - 529
Sale of furs - - - - - - - 530
Sales from vessels - - - - - - 531
Imported goods: London - - - - 532
Glasgow - - - - 534
New York - - - - 535
West Indies - - - 535
Merchandise sales - - - - - - 535
Price fixing - - - - - - - 540
Money and prices
Paper currency and trade - - - - 541
Market prices - - - - - - 542
Debasing the coinage - - - - - 542
Business organization
Demand for capital - - - - - 545
Credit and internal trade - - - - 546
The search for trade - - - - - 547
Protection against fire A - - - - 547
B - - - - 548
Marketing A - - - - - - 549
B - - - - - - 550
C - - - - - - 551
Bankruptcy legislation and litigation A - 551
B - 552
C - 553
D - 554
Difficulties of transacting business A - - 556
B - - 557
LVI. Public finance
Taxation - - - - - - - 557
Demands for revision of French taxes - - 559
Revenues A - - - - - - - 559
B - - - - - - - 560
Effects of tax on brandy - - - - 560
Demands for revenue - - - - - 561
The King's Posts A - - - - - 562
B - - - - - 563
Imperial preference - - - - - 565

PAGE

The problem of extortionate fees - - - 566
Lottery as a municipal tax - - - - 567
The mercantile policy - - - - - 568
Anti-mercantilists in the colony - - - 568
Protest against the stamp tax - - - 570
An argument in favour of home industry - 570
A petition for an Assembly - - - - 571
LVII. An economic and social survey - - - - 572
BIBLIOGRAPHY - - - - - - - 579

INTRODUCTION

THE spread of western civilization in North America has been largely determined in its nature and extent by the character and number of the population, by the institutional equipment of the European settlers, by the advancement in the industrial arts known to them, by the cultural background of the native peoples of North America, and also by such interrelated geographic circumstances as climatic conditions, geological formations, topographical and physical features, and flora and fauna.

North America is, roughly, triangular in shape with the base of the triangle in the north and the remaining sides following the two directions of prevalent trends of the earth's feature lines, south-easterly and south-westerly. The continent has elevated mountain borders—the highest border facing the largest ocean—enclosing a vast basin-like interior. Geologically, the growth of the continent began in the Archean angle, known as the Canadian shield, of which the north-eastern arm stretches toward the Atlantic, and the longer north-western arm toward the Pacific. Consistent with the general features of this nucleus, in various geological movements and eras, and in conjunction with the climate of these respective eras, formations were added which are found in the American continent of the present period.

Characteristic of climate in the northern hemisphere, temperature in the North American continent changes daily and seasonally, but with modifications from various causes. Typically, warm winds, following the rotation of the earth at the equator, become charged with moisture, turn in a circular direction to the north, in warm areas of the continent evaporating additional moisture, and in colder northern areas discharging it. Consequently, with low elevation of the eastern border, precipitation is heavy over a large area of the eastern part of the continent, and with high elevation of the western border, is very heavy over the small margin of the continent west of the Rocky Mountains. A vast western portion of the interior, therefore, receives scant

precipitation, the southern part being almost desert. Warm ocean currents, influenced in a similar fashion by the earth's rotation, on reaching the continent turn in a circular direction to the north and northeast. Consequently, the temperature of the south-eastern coast and of the western coast is raised, as a result of the Japanese current and the Gulf stream, while that of the north-east is lowered through the effects of the descending Labrador current.

Drainage basins, in area and shape, are determined by the size, shape, and topography of the continent. On these characteristics, on the geological formations, and on the climate of the basins concerned, depend the direction, velocity, and size of rivers. The central plain between the high western border and the low eastern border is divided into large drainage basins, separated by relatively low divides, and with long rivers flowing respectively north to the Arctic, north-west to Hudson's Bay and to the Gulf of St. Lawrence, and south to the Gulf of Mexico; in sharp contrast, the narrow drainage basins of the Pacific and Atlantic coasts are traversed by short swift rivers.

Vegetation has been largely determined by this geographic background. In the eastern and south-eastern portion of the continent, large areas of glaciated soil, heavy precipitation, and temperate climate favour the deciduous forests typical of that region. In the northern interior, scanty precipitation, marked changes in seasons, and a deep soil support the prevalent grassland, and in the southern interior, higher temperature is responsible for vegetation typical of desert regions. On the Pacific coast, heavy precipitation and warm climate make the plant life almost subtropical. In the northern regions, low temperature, scant precipitation, and lack of soil permit little vegetation other than the conifers and that characteristic of the tundra.

In turn vegetation and the geographical background have determined the nature of animal life. Great herds of bison flourished in the level grassland areas. Fur-bearing animals were typical of the temperate, and north temperate, forest areas, and caribou of the more northerly tundra zones. An abundance of fish, especially cod, fed by forms of life brought by the warm Gulf Stream, by the cold Labrador

current, by the St. Lawrence from the interior of the continent, and supported on the North American littoral, was found in Newfoundland waters. On the Pacific coast, salmon are caught on their ascent up the shorter swift rivers. Animal life, the beaver in the interior and the cod on the sea-coast, dominated the early economic development of Canada.

The documents are intended to illustrate the changing technique of the two industries concerned with furs and fish, and to indicate the ways in which these staple industries dominated the economic activities of the areas concerned. In a new country marginal to western civilization, the development of technique in the exploitation of natural resources is of primary importance. This consideration has determined the plan for the selection and arrangement of the following documents. The fishing industry was of fundamental importance in the economic growth of that portion of Canada on the Atlantic seaboard and tributary to the Gulf of St. Lawrence. The fur trade dominated the early economic activities of the interior not only along the St. Lawrence and its tributaries but also from the Atlantic seaboard to the Pacific.

The documents are intended further to illustrate a phase in the evolution of economic relations between North America and Europe. In the period prior to 1783, forces were at work which led finally to the disappearance of France from northern North America, to the rise of a new power in the central portion of the continent, and to the continuation of British power in the northern area. Canada, including the St. Lawrence Gulf region, remained under British control for precisely similar reasons that it had remained under French control. Canadian economic development prior to 1783, and indeed to a considerable extent since that date, has been largely in relation to Europe.

The immediate reason for the continued attachment to Europe was military, but military and naval achievements are based on a multitude of factors and presuppose the economic sinews of war. The naval supremacy of Great Britain was undoubtedly a direct and vital consideration.

Powerful influences favouring the maintenance of the British connection were the importance of the Nova Scotian fisheries, the ease with which the exposed area of the Gulf colonies could be captured and held, and the accessibility of the St. Lawrence waterway. The importance of the British navy is obvious. But it is scarcely less obvious that the final control of Canada was the result of the gradual evolution of a new economic unit with its centre in Great Britain and its outlying areas in territory readily accessible to water transport. The efficiency of water transport was a paramount consideration.

The relation of water transport to the effectiveness of British control was evident in several ways. In the first place, water transport facilitated the early and rapid exploitation of the areas concerned. Fishing was the first type of exploitation, and the fur trade followed. By virtue of the connecting waterways of the Precambrian shield the French extended the fur trade north-west to the Saskatchewan and the English extended it to the Pacific coast. The ease of the exploitation had serious disadvantages. It made the colony and the mother country subject to all the peculiarities of one commodity. At an early stage of the extension of the fur trade into the interior, the quest for furs absorbed the energies of the population and hindered an all-round development. The very rapidity of the exploitation subjected the mother country and the colony to severe strains. Moreover, the type of commodity which can be exploited rapidly under conditions of primitive transportation is apt to be one which will exercise an unhealthy influence on the community, as in the case of furs, a luxury product. The activities of the fur trade were not rooted in the vital needs of the people.

The fur trade contributed to the success of the British by weakening both France and the colony. But Great Britain reaped an advantage from French strength as well as from French weakness. In spite of the handicaps of the fur trade, New France had advanced materially along the lines of diversification and away from the uncertain dependence on a staple commodity. The British profited from this situation. The diversification was rapidly extended under

British control and served to ameliorate the effects of the sudden absorption of the colony within the British Empire. On the other hand, Great Britain had reached a stage through her gradual evolution on the sea in which her extended marketing organization was capable of absorbing the new additions to her trade and industry.

At the end of the colonial period Great Britain was in control of two important areas producing the staples, fur and fish. These two areas had a fundamentally different economic development, but both were dependent on animal life and both were adapted to the mercantile policy in their heavy consumption of the manufactured products of the mother country. France had not been conspicuously successful in welding the economic life of the two areas chiefly because of the seasonal character of navigation, nor has the weld of the modern railroad been perfect. These areas continued to flourish during the British régime as more or less independent. But both were integral parts of the economic life and evolution of the British Empire. Indeed, the following documents help to explain why Canada became a part of the British Empire and, remained so after 1783.

SELECT REFERENCES ON THE GEOGRAPHIC BACKGROUND

Among the standard works the following may be noted as of special importance on various aspects of the subject. (1) GEOLOGICAL BACKGROUND: W. A. Parks and A. P. Coleman, *Elementary geology with special reference to Canada* (London, 1922). (2) CLIMATE: Alfred Judson Henry, *Climatology of the United States* (Washington, 1906). (3) VEGETATION: J. W. Harshberger, *Phytogeographic survey of North America* (*Die vegetation der Erde*, Engler and Drude, eds.) (Leipzig, 1911). (4) ANIMAL LIFE: E. T. Seton, *Life histories of northern animals* (New York, 1919); and on this topic also C. H. Merriam, "The geographical distribution of life in North America" (*Proceedings of the Biological Society*, VII, Washington, 1892); or *Report of the Smithsonian Institute*, 1891, 315-417; J. H. Allen, "Geographical distribution of North American mammals" (Bulletin of the American Museum of Natural History, IV), 1892, 199 ff; and a short bibliography in H. A. Innis, *The fur trade of Canada* (Toronto, 1927). On general aspects of the geographic background the following may be consulted: *Stanford's compendium of geography and travel North America*, I, edited by H. M. Ami, 2nd ed. (London, 1915). Ll. Rodwell Jones and P. W. Bryan, *North America* (London, 1924), chs. 1,3; C. C. Colby, *Source book for the economic geography of North America* (Chicago, 1921), ch. I; *Oxford survey of the British Empire*, edited by A. J. Herbertson and O. R. J. Howarth (Oxford, 1914), XIV, chs. 1-4; E. Huntington, *The Red Man's continent* (Yale University Press, 1919), chs. 3-4; *Canada and*

its provinces, edited by A. Shortt and A. G. Doughty (Toronto, 1914), IX, 9-91; *Handbook of Canada* (Toronto, 1924), 106-116, 195-229. The *Atlas of Canada* 1916, published by the Department of the Interior, Ottawa, has numerous important maps on each subject. Valuable articles are also included in the following numbers of the *Canada Year Book*, on the flora of Canada, 1915, 43-55; 1921, 73-81; 1922-3, 25-32; on fauna of Canada, 1915, 55-63; 1921, 82-87; 1922-3, 32-36; on the climate of Canada, 1924, 31-4; 1925, 36-40; on the physiographic background, 1921, 55-72; 1925, 1-24.

PART I

THE FISHING INDUSTRY

THE FISHING INDUSTRY

THE geographic background determined the character and direction of economic activities in Canada. On the Atlantic seaboard fishing was of first importance. Geologically the Acadian area belonged to the Appalachian region and was characterized by a north-easterly and south-westerly direction. The outlying submerged banks followed the general direction of the Nova Scotian coastline and terminated in the Grand Banks of Newfoundland. Cod was caught and salted green on these banks. The land-locked area of the Gulf of St. Lawrence, which received the warm summer waters of the St. Lawrence, and the cold Labrador waters from the Straits of Belle Isle, and which had relatively little tide, was the important fish-breeding area of the north-western Atlantic. The possibility of fishing from small boats, and of obtaining the smaller fish, made this the important dry-fishing area for the French. In the Bay of Fundy, due in part to the advantages of high tides, other varieties of fish than cod were caught in abundance, but this section became more important for its agriculture than for its fishing. Prior to the British conquest in 1713, two areas were important in this region: the fishing banks of the Gulf of St. Lawrence and the food-producing dyked lands on the Bay of Fundy.

Fishing was undoubtedly the earliest staple industry, and the documents quoted in this section are intended to cover the period prior to 1783. After passing through several important changes during those years, the industry attained by that date a position of relative stability. The significant changes were largely the result of military and naval conflicts, and the period is consequently divided by the decisive dates at which treaties between the contestants brought about periods of temporary equilibrium. The loss of Acadia to England in the Treaty of Utrecht of 1713 marked the end of the first stage. Prior to that date, dry fishing had developed chiefly in relation to the demands of the European

market and without a pronounced increase in colonial settlement, although certain tendencies were in evidence favouring the development of the sedentary fishery on a larger scale. After 1713, the French established a base at Louisbourg, and the French fishery was concentrated more closely within the regions tributary to the Gulf of St. Lawrence. The English, operating especially from New England, extended their fishing along the coast of Nova Scotia and at Canso. The period from 1713 to 1763 was marked by numerous conflicts between the French and the English leaving the latter eventually in control.

Prior to 1763 the cod fishery as conducted by the French tended to dominate the economic development of the Gulf region. With the expansion of the English the equilibrium was disturbed and economic development became more diversified taking on the general character of diversification typical of New England. The staple industry ceased to occupy its predominant position after 1783 and the diversified resources of the Maritime colonies became of greater importance.

The chief landmarks in the history of the fishing industry were the Treaty of Utrecht in 1713, by which Nova Scotia was acquired by England, the Treaty of Paris in 1763 by which Cape Breton, Prince Edward Island, and the Maritimes were acquired and the Treaty of 1783, in which the Maritime Provinces were maintained in the control of Great Britain. The increasing control of Great Britain was the result of naval supremacy and of the efficient manufacture of goods suitable to trade and to the fishery. In the gradual evolution of control in North America it was significant that the area accessible to water transport and to naval control should have remained in British control and that the area productive of the staple cod should have remained in British hands. The demand of the fishery for manufactured products, its value as a recruiting ground for sailors for the navy, and its relation to a product which could be exchanged for tropical products were factors of paramount importance to British mercantile policy. The Maritimes became and remained a part of the British Empire because of their importance to a nation which lived by the sea. They were

an indication of the importance of water transport to an increasingly efficient industrial nation.

REFERENCES.—Special studies on the Maritime provinces include H. P. Biggar, *Early trading companies of New France* (Toronto, 1901); J.Brebner, *New England's Outpost: Acadia before the Conquest of Canada* (New York, 1927); D. C. Harvey, *The French régime in Prince Edward Island* (New Haven, 1926); J. S. McLennan, *Louisbourg from its foundation to its fall* (London, 1918); G. P. Insh, *Scottish colonial schemes* (Glasgow, 1922); and Raymond McFarland, *A history of the New England fisheries* (New York, 1911). *The Cambridge history of the British Empire*, I (Cambridge, 1929) should be consulted for general reference.

THE FISHING INDUSTRY PRIOR TO 1713

The discoveries of John Cabot[1] in 1497 were responsible for the beginnings of the fishing industry off the coast of Newfoundland and Nova Scotia. Regarding Cabot's first voyage, Raimundus wrote[2] in a letter dated London, December 18, 1497, "they affirm that the sea is covered with fish which are caught not merely with nets but with baskets, a stone being attached to make the basket sink in the water, and this I heard the said Master Zoanne relate. And said Englishman, his companions, say that they will fetch so many fish that this kingdom will have no more need of Iceland from which country there comes a very great store of fish which are called stock-fish." Other governments became immediately interested in the fisheries, and in a Portuguese document[3] dated October 15, 1506, reference is made to "a grant of possession—of the tithes on the fish that come from the fisheries of Newfoundland." A French document[4] dated January, 1513, grants a pardon to the mate of a Newfoundland fishing vessel, and another document[5] dated December 14-17, 1514, an agreement between the monks of the abbey of Beauport and the inhabitants of the island of Brehat—refers to Newfoundland cod. Documents dated February 18, 1520,[6] March 6, 1521,[7] March 31, 1521,[8] and February 6, 1527,[9] refer to vessels bound for Newfoundland from Bayonne. Documents dated August 21, 1523, refer to La Rochelle[10] vessels at Newfoundland; of September 15, 1523, to the *Catherine*[11] of Binic, the *Marguerite* of Pornic and other vessels; of October 15, 1523, to the *Marguerite*[12] of Blavet, of October 22, to the *Marguerite*[13] of St. Briene; of

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[1]Material on the discoveries of the period has increased rapidly and tends to establish the general position that Cabot was not the first discoverer. On the early voyages, *The Northmen, Columbus and Cabot*, 985-1503 (*Original narratives of early American History*, New York, 1906) should be consulted. H. P. Biggar, *The precursors of Jacques Cartier*, 1497-1534 (Ottawa, 1911), includes the important documents dealing with the history of Canada in that period.

[2]*Ibid.*, 20. [3]*Ibid.*, 97. [4]*Ibid.*, 117. [5]*Ibid.*, 119. [6]*Ibid.*, 124. [7]*Ibid.*, 126. [8]*Ibid.*, 133. [9]*Ibid.*, 163. [10]*Ibid* 159. [11]*Ibid.*, 160. [12]*Ibid.*, 161. [13]*Ibid.*, 162.

January, 1524,[14] to the seizure by the English of a vessel of Rouen "laden wt new fownd londe fysche," of December 2, 1531, to a possible inquiry[15] into the plundering of a French vessel from Newfoundland, of September and December, 1533, the departure of the *Christophr*[16] of Ploumanac'h for Newfoundland. These documents are an evidence of the prosecution of the fishery throughout the first quarter of the sixteenth century. They also throw some light on the problems of preparing and provisioning the boats, on the methods of financing expeditions, and on the dangers of piracy. In Newfoundland, fishermen had prosecuted the fishery along the straits of Belle Isle and into the Gulf of St. Lawrence. Jacques Cartier on his first voyage in 1534 when along the north shore of the Gulf of St. Lawrence "saw a large ship from La Rochelle that in the night had run past the harbour of Brest where she intended to go and fish."[17] Roberval arriving at St. John on June 8, 1542,[18] "founde seventeene shippes of fishers." John Rastell in his "In a new interlude and a mery of the nature of the 1111 elements" dated circa[19] 1517, wrote:

> Fyshe they have so great plente
> That in hauyns take and slayne they be
> With stavys withouten fayle
> Now frenchmen and others have founden the trade
> That yerely of fyche there they lade
> above an C. Sayle.

An English document[20] dated August 21, 1522, refers to "the commyng home of the new found isle landes flete." In a volume[21] of *Purchas, His Pilgrims*, we read:

> The third day of August we entered into a good Haven called Saint John and there we found eleven saile of Normans and one Brittaine and two Portugall Barkes and all a fishing and so we are readie to depart toward Cape de Bas and that

[14] *Ibid.*, 163. [15] *Ibid.*, 179-181. [16] *Ibid.*, 181.

[17] *Ibid.*; H. P. Biggar, *The voyages of Jacques Cartier* (Ottawa, 1924), 21, 77.

[18] *Ibid.*, 264. [19] *Ibid.*, xxv, note 3. [20] *Ibid.*, 142-3.

[21] *Purchas, His Pilgrims* (Glasgow, 1906), XIV, 304-5. This visit refers to the voyage of the *Mary Guildford* under English auspices. See a reference to a projected expedition to Newfoundland, March 1/April 9, H. P. Biggar, *op. cit.*, 134-142, and for additional information on the voyage, 167-8 and 173-177.

> is twentie five leagues as shortly as we have fished . . . in the Haven of Saint John written in haste 1527. By your servant John Rut.

An Act of the second year of Edward VI prohibited officers of the Admiralty from taxing merchants engaged in the fishery to Iceland, Newfoundland, Ireland, and other places, and it is noted that

> By this acte it appeareth, that the trade out of England to Newfoundland was common and frequented about the beginning of the raigne of Edward the 6. namely in the years 1548, and it is much to be marveiled, that by the negligence of our men, the countrey in all this time hath bene no better searched.

The relative neglect of exploration was undoubtedly the result of the heavy demands of the fishery on the time and energy of those engaged in it.

On the other hand certain basic considerations ultimately favoured the development of exploration and settlement in connection with the fishery. The spread of European civilization and the development of trade and settlement in the new world were conditioned by advances in the art of navigation. Improvements in navigation followed steadily from contact with the new areas but were of little avail against the obstacle of distance. Early difficulties of long return voyages in small sailing vessels included heavy expenses for provisions for relatively large crews. Adequate returns from these ventures were obtained from few commodities. Cod fish was a commodity which reinforced the supply of provisions, which was found in large quantities (reducing the time of the voyage and making possible division of labour), and which commanded a ready market. In a society in which primitive agricultural methods placed a high premium on fresh meat, and in which the Roman Catholic Church occupied a prominent position, the profits of the fishing industry in a new territory greatly increased the number of ventures, and led to improvements in the methods of carrying on the industry. The development of the technique of dry fishing was an improvement of primary importance. It brought a reduction in the outlay for such articles as salt and saved space on the vessels in which the

cod was shipped. These economies were especially important to the English who because of their climate were unable to engage in the cheap production of salt from sea water. They were among the first interested in the settlement of Newfoundland. On the other hand the growth of settlement was slow. The elaborate process essential to the production of dry fish required a substantial supply of labour, provisions, and equipment. The heavy overhead cost incidental to these requirements necessitated a highly developed organization which would ensure economy of time, and which involved long hours, a rigid routine for the labourers, and the development of considerable skill on the part of those concerned. The seasonal character of the industry was a factor which heightened the importance of overhead cost. Consequently, the growth of settlement was slow in areas which were not through climate or soil favourable to agriculture as conducted by fishermen. In areas which were suitable to agriculture, the summer fishing was a successful competitor for labour and restricted permanent settlements.

The French, Portuguese, and other nationalities with cheaper supplies of salt were primarily interested in the bank or green fishery. The settlement and acquisition of Newfoundland by the English necessitated a search to more remote fishing areas. Discovery of harbours along the more remote coasts of Newfoundland, and along the coasts of the islands and the mainland proceeded throughout the early history of the industry. Shelter and supplies of wood and fresh water were early causes of progress in exploration. Contact with areas more remote from the Grand Banks hastened the development of dry fishing and, by the end of the sixteenth century, French vessels appear to have established themselves on the fishing grounds of the Gulf of St. Lawrence and to have become engaged in this process on an extensive scale. With the development of dry fishing, harbours adjacent to the fishing grounds became the centres of the industry. Beaches of the type best suited to drying were in demand. Ample supplies of bait were a further attraction. Competition for harbours with these characteristics became pronounced, and the industry was definitely centralized about these points. Severe competition brought

a demand for regulations, giving greater security to life and property. Elaborate equipment in boats and fishing stages, and the difficulty of getting an adequate supply of timber for these purposes as the fishing developed, eventually gave rise to the practice of leaving men over the winter for protection. Gardening and farming developed in response to a demand for a less expensive, fresh, and more ample supply of provisions. Constant search for new harbours furthered a continued and thorough survey of the coast line and settlements began to grow up at these strategic points.

Among these centres Ile Percée occupied a foremost place. With the beginning of the seventeenth century settlement began in the Bay of Fundy. Raids and wars between rival French claimants to the territory and between the French and the English made extensive progress impossible. By the time Acadia was finally lost to the French in 1713, settlement had taken root at various points favourable to agriculture, and with the beginning of the next period the French fishery of the north had a substantial base from which it could be furnished with provisions.

REFERENCE,—Vera L. Brown, "Spanish claims to a share in the Newfoundland fisheries in the eighteenth century", *Canadian Historical Association Report*, 1925, 64-82).

FRENCH FISHERIES TO 1713

I

A DESCRIPTION OF THE NEWFOUNDLAND FISHERIES

Toward the end of the sixteenth century fishing had become well established at Newfoundland, and various European nationalities were interested in it. The Portuguese and Spanish were interested in wet fishing.

From R. Hakluyt. *The principal navigations* (Glasgow, 1904), extra series, VIII, 9-16. Written 1578.

A letter written to M. Richard Hakluyt of the middle Temple, conteining a report of the true state and commodities of Newfoundland, by M. Anthonie Parkhurst, Gentleman.

Now to answer some part of your letter touching the sundry navies that come to Newfoundland, or Terra nova, for fish: you shal understand that some fish not neere the other by 200. leagues, and therefore the certaintie is not knowen; and some yeres come many more then other some, as I see the like among us: who since my first travell being but 4. yeeres, are increased from 30. sayle to 50. which commeth to passe chiefly by the imagination of the Westerne men, who thinke their neighbours have had greater gaines then in very deed they have, for that they see me to take such paines yeerely to go in proper person: they also suppose that I find some secret commoditie by reason that I doe search the harbors, creekes and havens, and also the land much more than ever any Englishman hath done. Surely I am glad that it so increaseth, whereof soever it springeth. But to let this passe, you shall understand that I am informed that there are above 100. saile of Spaniards that come to take Cod (who make all wet, and do drie it when they come home) besides 20. or 30. more that come from Biskaie to kill Whale for Traine. These be better appoynted for shipping and furniture of munition, then any nation saving the Englishmen, who commonly are lords of the harbors where they fish, and do use all

strangers helpe in fishing if need require, according to an old custome of the countrey, which thing they do willingly, so that you take nothing from them more then a boat or twaine of salt, in respect of your protection of them against rovers or other violent intruders, who do often put them from good harbor, &. As touching their tunnage, I thinke it may be neere five or sixe thousand tunne. But of Portugals there are not lightly above 50. saile, and they make all wet in like sorte, whose tunnage may amount to three thousand tuns, and not upwarde. Of the French nation and Britons, are about one hundred and fiftie sailes, the most of their shipping is very small, not past fortie tunnes, among which some are great and reasonably well appointed, better than the Portugals, and not so well as the Spaniards, and the burden of them may be some 7000. tunne. Their shipping is from all parts of France and Britaine, and the Spaniards from most parts of Spaine, the Portugals from Aviero and Viana, and from 2. or 3. ports more. The trade that our nation hath to Island maketh, that the English are not there in such numbers as other nations.

As touching the kindes of Fish beside Cod, there are Herrings, Salmons, Thornebacks, Plase, or rather wee should call them Flounders, Dog Fish, and another most excellent of taste called of us a Cat, Oisters, and Muskles; in which I have found pearles above 40. in one Muskle, and generally all have some, great or small. I heard of a Portugall that found one woorth 300. duckets: There are also other kinds of Shel-fish, as limpets, cockles, wilkes, lobsters, and crabs: also a fish like a Smelt which commeth on shore, and another that hath the like propertie, called a Squid: these be the fishes, which (when I please to bee merie with my old companions) I say, doe come on shore when I commaund them in the name of the 5. ports, and conjure them by such like words:

. . . . . and thus I end, committing you to God. From Bristow the 13. of November, 1578.

Yours to use and command

ANTHONY PARCKHURST

II

OUTFITTING OF VESSELS FOR LONG VOYAGES

A

Vessels engaged in transatlantic voyages were necessarily equipped for a long period of time, required large quantities of provisions and supplies, and involved a heavy outlay.

From R. Collinson, *The three voyages of Martin Frobisher* (London, 1867), 105-107.

26 of Marche 1577

Shippinge thowt myet to be employde in the viage entented by Mr. Furbusher, viz:—

	Tons.	Mariners.	Soldiers.	
The Ayde	200	65	25)	
The Gabriell	15	10	3 (	Men 115
The Myghell	25	10	2)	
	240	85	30	

A preportion of vittouls for the said 115 men. (Bysket 16 tons). Item Bysket for v monthes of 28 daies to the monthe contayneng 140 daies after the rate of 1li per man per diem, xiiij^{mt}iijc.iij quarters at xiijs, iiij ct. per c. 95 16 8

(Meale 30 tons). Item meale for xiij monthes contayneng 364 daies, 240 barrells contayneng eche barrell iiij bushels wch maketh 960 bushells at iiijs per bushell, 1921i mor for the barrells and gryndinge at xxs. per barrell 19 10 0 mownts 211 10 0

(Biere 80½ tons.) Biere for vi monthes contaynneng 168 daies after the computation of one gallone aman per daie 80½ ton at 2li 5s per ton wth caske iron whoopes and chardges 181 2 6

(Wyne 5 tons.) Malmsey and secke v tons at xxli per ton 100 0 0

(Biefe 5 tons.) Bieffe for iij monthes having fleshe daies 48, at 1li a man per diem, vijml iijc weight grose at xiiijs per c weight 51 16 0. Item for baye sawlte to preserve the same 55 bushels at ijs per bushell 5 10 0. Item for iiij tons ij hogs-

heads of caske to packe the same in at xs per ton, 2 5 0 mounts.	59	11	0
(Porke 15½ tons.) Porke for 15 lieke monthes contayneng 240 daies after the rate of 1li weight aman per diem, xxiij^{ml} viij^{c} xxiiij li weight at xiiijs per c weight 173 15 0 more for 186 bushels sawlte at ijs. 18 12 0 more for 15 ton ½ of caske at 10s per ton, 7 15 0 mownts	200	2	0
(Peasee 10 tons.) Item pease for 288 fleshe daies in the 18 monthes as afore saied allowinge to iiij men 1 q^{t} of pease per diem, 258 bushels at 3s per bushell 38 14 0 more for 10 tons of caske, 5 0 0	43	14	0
(Stocke fyshe 2½ tons.) Stocke fyshe for 108 daies in ix monthes as afore saied at 1 quarter of a fyshe aman per diem, iij^{ml}c fyshes at ijli per c	62	0	0
(Butter 2 tons.) Butter for the saied 108 daies at 1 quarter of a li weight eche man per diem, 3,105 li weight salte at iiijd per li 51 15 0 more, for waste 250 li weight at iiijd per li weight 4 3 4.	55	18	4
(Chiese 4 tons). Chiese for other 108 daies at half-a-li weight aman per diem 6210 li weight subtill more 500 li weight for allowans of waste amowntinge in the wholle to 6710 li weight at xvjs viijd per c weight	55	18	4
(Otmeale 1½ ton.) Item otemeale 40 bushels towardes the suplyenge the want of fyshe	10	0	0
(Riese 1½ ton.) Item riese for the lieke cause 2000 oz.	26	13	4
Item caske to stowe the saied otemeale and riese in iij tons at xs per ton	1	10	0
Item Honney ij barrells at iijli vis viijd per barrell	6	13	4
Item sallet oyle 1 hogshead	10	0	0
(Provision for store 8 tons) Item vyneger 1 ton	8	0	0
Item aquaviete ij hogsheads	10	0	0
Item musterseed iiij bushels	1	10	0
Item candles xij c weight at iijd per li	15	0	0
Item baye sawlte v ton at iiijli per ton	20	0	0
(Woode 14 tons.) Item wood xiiij^{ml} at xiijs iiijd per j^{ml}	9	6	8

(Sea coales 30 tons). Item sea coales 20 chawders at xiijs iiijd per chawders	13	6	8
(Charcoale 1 ton.) Item charcoales 1 loade	1	6	8
Item fyshinge nets, fyshinge lyenes, hooks, harpinge irons and suche lieke nessesaries	8	0	0
(Provision for sick men.) Item to allowe the surgeone towards the furneshinge of his cheaste	6	13	4
Proynes 2 firkens	2	0	0
Item reasons, almonds, liccores, etc.	2	0	0
(Provision for the apparelling of the men.) Item woolinge clothe for jirkens, breche and hose, canvas and lynnenge clothe for dublets and sherts, hats, caps and shewes, etc.	100	0	0
(Chardgs). Item for land carrage, wharffage, labras packinge of bief and pork, water carriage, and other extraordennarie, etc.	30	0	0
(Rigging, wages, and vittailes.) Item for the rigginge, wages, and vittails of lx men for ij monthes to end the last of Aprille next at xxijs vid aman per mensem	127	10	0
(Prest monney vppon wages.) Item for the too monthes wages to be emprested to the company at ijli per man	230	0	0
(Merchandizes.) for provision of merchandizes	500	0	0
(The Ayde). The Ayde the firste penny	750	0	0
Item more to furnishe her wth ordenance, takle, apparrell and monytions, etc.	450	0	0
(The Gabriell.) The Gabriell throwghly perfected in all respects.	180	0	0
(The Myghell). The Myghell in lieke sorte	180	0	0
Item ij shallopes	24	0	0
2582 3 4			
Sum of tons 226 tons ½			
Sum of monney 3778li 2 10			
Item for the hier of a ship of cxx tons to waight vpon the ships to the Straight, etc. 500li	4278	2	10
Item for divers extraordinary chardges	221	17	2
Sum of all li4500	£4500	0	0

B

The financing of a fishing voyage involved careful agreements as to supplies and profits between the outfitter, the captain and the sailors.

From Charles et Paul Breard, *Documents relatifs à la marine Normand* (Rouen, 1889), 75-78. Two other documents are included in this volume dated March 16 and March 18, 1598 (pp. 79-83) describing similar arrangements for the fishery.

1597, 4 mars.—Dudit jour et an après midy, à Honnefleur, devant ledit Boudard, tabellion en la viconté d'Aulge, et M. André Barbel, le jeune, greffier commys à l'exercise du greffe de cestedite viconté et lieu prins pour adjoinct.

Fut présent hault et puissant seigneur messire Troïllus du Mesgouez, chevalier de l'ordre du roy, conseiller en son conseil d'Estat, capitaine de cinquante hommes d'armes de ses ordonnances, seigneur de la Roche, marquis de Coëtarmoal, visconte de Carenten et de Saint-Lô en Normandie et aussy visconte de Tresvarez en Bretagne, seigneur de Kermoalec, Laz, la Roche-Helgomarc'h, Bontignau, demeurant à présent en la ville de Honnefleur, évesché de Lizieux, païs de Normandie, lequel volontairement et suivant le pouvoir du roy et de Mgr l'admiral de France, donné du saiziesme de février dernier, demeuré en ses mains, s'est submys envers Thomas Chefdostel, capitaine d'une navire nommée la *Catherine,* du port de huict à neuf vingtz thonneaux ou environ, estant de présent en ce port et havre de Honnefleur, icelluy Chefdostel demeurant en la parroisse de Vatteville, présent, pour luy et faisant fort des aultres bourgeois dudit navire: c'est d'icelluy navire envictuailler de toultes victuailles nécessaires, à partir de ce lieu de Honnefleur, à singler droict en Brouage, prendre son sel et de là aller faire sa pesche sus les bancs, banquereaux près de l'isle de Sable, icelluy navire estant guarny de trente-trois hommes mathelots pour lesquelz comme du toult ledit sieur s'est tenu fournir de toultes vituailles et aultres choses nécessaires pour faire ledit voiage, et pour les aultres hommes de guerre que ledit seigneur marquis entend mettre dedans ledit navire, seront commandez par le capitaine Kerdement, par le lieutenent sieur de Kéroual, gentilzhommes bretons, et par M. de Mondreville, enseigne, gentilhomme de Normandie, fournira les vivres à ce nécessaires avec subjection par ledit seigneur de fournir la moitié du sel et advance de haulte somme selon et ainsy qu'il est accoustumé faire en tel voiage entre mar-

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chands, parce que lesdits seigneurs marquis et Chefdostel paieront par moitié les loyers des compaignons et mathelots au restour dudit voiage.

Pour entreprendre ledit voiage, ledit Chefdostel sera tenu et à quoy il s'est submys tenir sondit navire, en cedit lieu, prest, estanché, aconditionné, admunitionné comme en tel cas est requis, pour partir du premier temps convenable qu'il plaira à Dieu envoier, parce que au restour dudit voiage que ledit Chefdostel sera tenu faire en ce lieu et les prinses sy aucunes en faict des ennemis de la couronne de France, duquel restour il sera tenu en cas que ledit seigneur marquis en feust en cedit lieu le faire scavoir à M. de Lestanc, gouverneur pour le roy et monseigneur le duc de Montoensieur de ceste place, et à M. Martin Le Lou, lieutenant de la romaine dudit Honnefleur, à ce par luy commis pour représenter et sur ce recouvrer le droict dudit seigneur, duquel rapport y en aura ung tiers pour le droict des victuailles, l'aultre tiers pour le droict des compaignons et l'aultre pour le droict dudit novire, lequel tiers des compaignons sera partagé par moitié entre ledit seigneur marquis et Chefdostel, parce que les loyers seront paiés par moitié aux mathelots. Et pour, par ledit seigneur, accomplir sa parolle pour les victuailles, a déclaré audit Chefdostel que, dès demain, il est prest icelles livrer par les mains dudit sieur lieutenant Le Lou ce qu'il promet présentement, et pour partie du pain a esté présentement paié à icelluy Chefdostel, par ledit seigneur marquis, deux centz cinquante escuz soleil trente solz, et l'outreplus sy nécessaire luy sera délivré deniers lorsque la livraison s'en fera suyvant l'achapt que ledit Chefdostel disoit en avoir faict au Havre, lequel a déclaré qu'il n'entend pour ce encourir pour le port desdits deniers dont il s'est chargé audit lieu de Grâce. Et a esté pareillement délivré audit Chefdostel, par ledit marquis, cent escuz comptant pour l'advance desdits mathelots et afin de les encourager à faire ledit voiage. Et dont du toult lesdites parties ont dit estre d'accord, etc. Signé: Troslius du Mesgouez La Roche, Chefdostel, Le Lou.

III

THE IMPORTANCE OF THE FISHERIES

The fishery was not only important for its inherent profits, but also for its stimulus to industries engaged in furnishing supplies.

From Richard Whitbourne, *A discourse and discovery of Newfoundland* (London, 1622).

And if I should here set downe a valuation of that fish (cod) which the French, Biscaines, and Portugals fetch yeerely from this coast of Newfoundland and the Banke which lieth within 25 leagues of that countrey where the French use to fish winter and summer, usually making two voyages every yeere thither (to which places and to the coast of Canady which lieth neere unto it are yeerely sent from those countries more than 400 saile of ships).

It would seeme incredible, yea some men are of opinion, that the people of France, Spain, Portugall and Italy could not so well live if the benefit of the fishing upon that coast and your Majesties other dominions were taken from them.

In the yere 1615 when I was at New found-land . . . . . there were then on that coast of your Majesties subjects above 250 saile of ships great and small. The burthens and tunnage of them al one with another . . . . allowing every ship to bee at least threescore tunne (for as some of them contained lesse, so many of them held more) amounted to more then 15000 tunnes. Now for every threescore tunne burthen, according to the usuall manning of ships in those voyages. . . . . there are to be set downe twenty men and boyes by which computation in 250 sale there were no lesse then five thousand persons. Now every one of these ships, so neere as I could ghesse had about 120,000 fish and five tun of traine oyle one with another. (selling at 12 pound per ton £15000) so that the totall of the fish in 250 saile . . . . (being sold after the rate of foure pound for every thousand of fish sixe score fishes to the hundred, which is not a penny a fish and if it yield less it was ill sold) amounted in mony to 120,000 pound.

And this certainely in my understanding is a point worthy of consideration that so great wealth yeerely be raised, by one sole commodity of that countrey, yea by one onely sort of fish and not upon any other trade thither, which must needes yeeld with the imployments thereof great riches to your Majesties subjects. And this also to bee gathered and brought home by the sole labour and industry of men, without exchange or exportation of our coine and native commodities or other adventure (then of necessary provisions for the fishing) as salt nets, leads hookes, lines and the like and of victuals as bread, beere, beefe, porke in competent measure

according to the number and proportion of men imployed in those voyages.

And with all, it is to be considered, that the trade thither (as now it is) doth yeerely set on worke and relieve great numbers of people as bakers, brewers, coopers, ship-carpenters, smiths, net-makers, rope makers, Hooke-makers, pully makers and many other trades which with their families have their best meanes of maintenance from these New-found-land voyages. Adde unto them the families or servants of divers owners and masters of such ships as goe thither and marines with their families hereby imployed and maintained.

IV

THE TECHNIQUE OF DRY FISHING

With the discovery of the coasts along the Gulf of St. Lawrence and Cape Breton and Nova Scotia, the demands for greater economy in shipping space and the conservation of salt, and the catching of small cod suitable for drying, the fishery was prosecuted to an increasing extent from the shore and the fish dried for shipment to European markets especially in the more distant centres of the Mediterranean. Certainly by 1672, the date in which Nicolas Denys published his *Description géographique et historique des costes de L'Amerique* septentrionale, the industry had reached especially among the Basques a very elaborate stage of development which assumed a long history. Following is an extract from this work describing in most minute detail the dry fishery as it was known at that time. It shows very clearly certain tendencies toward settlement. Timber for staging and buildings was becoming more expensive year after year as the more accessible territory was cleared and small plots of land were cleared for growing fresh garden provisions if only for the captain.

Adapted from Nicolas Denys, *The description and natural history of the coasts of North America (Acadia)*, edited by W. F. Ganong (Toronto, 1908), 269-340. Written 1672.

Let us speak now of the fishery for the dry fish. It is smaller than the green Cod, which makes it easier to preserve, the salt penetrating it sooner than it does the green, which is much larger and in consequence thicker, and which would be eaten by maggots before it was dry, because of its thickness. This does not happen to the smaller one, which keeps, and serves for provision for the longest voyages and in the warmest climates. It is not that they do not catch large ones near the land, and even larger than on the

Bank, but they are not dried; they are put down green, that is to say, are salted, as is done upon the Bank.[1]

Among all those who are accustomed to make this kind of fishery, the Basques are the most skilled. Those of La Rochelle have the first rank after them and the Islanders who are in the vicinity, then the Bourdelois [men of Bordeaux] and then the Bretons. From all those places there may go a hundred, a hundred and twenty, and a hundred and fifty vessels every year, if there is no hindrance through a need for sailors who are retained for the vessels of the King.

There is demanded in this fishery much more expense than in that of the Grand Bank, for which there are only necessary the leads, lines, knives, salt and other tools of which I have spoken. A ship of two hundred tons for the Bank will have only twenty-five men, but for the dry-fishery [secherie] there are needed fifty at least, with provisions for eight to nine months. So far as concerns salt there is needed less than half as much, besides which if a ship for the Bank carries forty-five to fifty thousands of fish, the other will carry two hundred thousands of them dry. With regard to the fishing crew and their sustenance, it is all different. Their chief provision is four quintals, or four hundred weight, of biscuit, of wine, besides pork, peas, beans, cod, herring, butter, oil, vinegar, and other little conveniences to each ship in proportion to the number of fishermen.

As for the business arrangements, they are diverse. The Basques make their agreements on the basis of the cargo of the ship. It is estimated that the ship can carry so many quintals of fish; the owners make an agreement with the crew, and make two or three hundred shares according to the number. They give to the captain a certain number of shares according to the reputation that he has in the business, to the beach-master so many, to the pilot so many, to each of the stowers and boatswains so many, and to each of the boys so many parts. On the return of the ship, if they do not bring the number of quintals on which the agreement is based, there is deducted from each one, for that which is wanting, a *pro rata* amount from that which he ought to have; but if she brings back more they are increased in exactly the same proportion.

[1]Denys also gives a description of the Bank fishery (pp. 257-268), and full details on the subject of the fisheries generally.

The majority of the men of Bordeaux work for a third of the cargo; that is to say, if the ship brings back eighteen thousands of fish, there are six thousand for the crew, who agree among themselves as to their shares. But it is the captain who arranges the crew, and promises to his pilot and beach-master, who often is only one person who performs two duties, so many parts, and to each one according to his duty. The captain settles his own share also. But all the boys belong to him, and to them he gives only three, four, five, and six ecus for all their voyage, and takes their shares. There are sometimes four, five, six, or ten boys according to the size of the vessel, so that there is always a boy to a boat.

Those of La Rochelle, and of the Islands do differently. They have only a quarter of the fish,—of twenty thousand pounds, five thousand. Here also it is the captain who arranges his crew, and all are to share equally, the captain and the boys like the others, with a boy for each boat. The owners of the ship, who are also the proprietors, supply the provisions as I have said before, and give to the captain a hundred ecus for [each of the] boats, to each of which there are always five men including the boys. To all of those men it is necessary to give a premium, to each according to his duty. It is for this the hundred ecus are used,—to compensate the difference there is between [those having] the quarter as compared with those who have the third. From these the pilot will have, for example, a hundred and fifty or two hundred livres, the beach-master about the same. If a single one fills both offices he will have three hundred livres. The masters of boats will have a hundred and twenty or a hundred and thirty livres according to what they are worth. Those officers must know how to dress the fish. The stowers have twenty-five to thirty ecus, the boatswains twenty-five, thirty, and forty livres, all according to their capacity. The captain sometimes gains from this hundred ecus, and sometimes he loses, for the reason that the captains pride themselves upon having good men whom they all know; and this does not come to pass except by virtue of a premium, and treating them to drink, and also drinking pretty often with them, to endeavor to secure them and to give them the earnest-penny. After that they are assured. Sometimes the boatswains recompense them; this may be a good strong boy who wishes to learn the trade of sailor, for this is their apprenticeship. To him the captain gives only the

value of his premium for his voyage, and keeps back his share. The canonier may be also a boatman; in this case his premium is augmented. As for the carpenters, they have also a premium of thirty and forty ecus, [and] the steward the same. It is the latter who has charge of the provisions. As for the doctor, he has his chest for premium, for which he is given two or three hundred livres; from this he has to furnish medicines, instruments, and everything needful to take care of and to supply medicine for all the crew, and on his return the chest belongs to him. He has also twenty sols for each man for barbering them, and his share of the fish like the others. But he has also to serve on land; it is he who is one of the throaters, and carries the barrow like the least of the sailors, ...

The captain having all his crew, sets to work to get his salt embarked, his wine, and everything which is necessary for the fishery. Having made about a hundred or a hundred and fifty leagues, and when he is away from land, he is careful to have prepared a good part of that which is necessary for the fishery. He gives to each master of boats, canvas for making the sail, and as much thread as is needed. Then he assigns to each one his stower and boatswain, for although all were assured in leaving France of the employment they would have in these parts, nevertheless they hardly know certainly with whom they are to serve until the time when the captain informs them, and sometimes he makes them draw lots.

The captain gives, further, to each master of a boat, a mooring-rope, which is of cordage a little larger than the large canes which are carried in the hand. It is sixty to eighty fathoms long. It is necessary to protect an end of twelve to fifteen fathoms of length. This protection is made from the threads of an old cable and is called ripe-yarn [fils de carret]. With this the mooring-rope is enwrapped as tightly as possible for the length I have mentioned. It is tarred in proportion as it is put on. They are given also an iron grapnel, which is the boat's anchor. It is made like a hook for weighing meat, with the exception that it is larger, and that the shaft on which is the ring has a good half fathom of length and has points at the end. A piece of iron, flat and as large as the hand and which comes to a point, is welded to the end of the grapnel, which weighs fifty to sixty pounds. The mooring-rope is not attached to the ring, as is done in the case of anchors, but

to the flukes, being held to the ring only by a thread of rope-yarn; this is in order that if the grapnel should become caught in any rocks, the rope-yarn would become broken by the effort to raise, and the grapnel could more easily disengage itself, the strain being felt only upon the flukes where the rope is attached.

The captain, during the voyage, gives also six lines to each boat, that is to say, two to each man, together with a dozen hooks or hamecons, and two bars of lead, which makes for each one three sinkers to prepare his equipment, in order to be ready to make use of it when it is time to go to the fishery. This is as soon as they are arrived at the land, where they will not have the leisure to [prepare the equipment] on account of their staging and buildings.

In order to prepare their lines, which are given them in a bundle, it is necessary to untwist and stretch them. To accomplish this they attach at one end of the line a piece of wood which is thrown into the sea. In proportion as the ship travels, this end remains behind, until it is all straightened out. The end being reached, they attach there another piece of wood, which is also thrown into the sea on the other side of the ship, and they draw in the first end to untwist that, whilst the last end falls also behind the ship in proportion as they draw in the first. They draw it thus from one side to the other seven, eight, and ten times, so that it may be entirely smoothed out. Then they wind it upon a reel. This is made of four pieces of wood, of which the two longest, of the length of about a foot, are flat at the ends and pierced; in the holes is placed a rod, round at each end, the whole making a square a little longer than wide. Upon this the lines are wound in order that they may dry more easily than when in a wad, and that they may not become entangled.

Then they cap the barbs or hooks, that is to say, they place about a foot of line in double upon the end of the hook at its upper end, which is a little flattened, and tie it there in such manner that it cannot become undone. For it is on the point of the hook there is placed the *boitte* or bait, that is to say, a fragment of Herring or of entrails of Cod as large as the fist; this the Cod seizes, and in drawing the latter up it would carry off the hook if this were not well tied. From this hook to the lead which is placed on the line there is an interval of a good fathom of line.

As for those leads, the bar is cut into three or four pieces accord-

ing to its size; each piece makes one lead. Some make them round, others make them square, and they are much larger at one end than at the other. The slender ends are flattened a little at the tip. They are pierced, and in these holes one places the line, also doubled to the same length as on the hook. They are tied with sail thread so that they cannot get off. Some give them more ornamentation than others, in order to show their skill. This is called rigging the lead.

Let us speak now of the outfit of the fishermen which serves for the fishery. As for that of the masters of boats, and all their men, they each have a pair of boots, strong and big, of such a kind that one is unbooted by kicking the legs. They have only the legs without knee-pieces. It is necessary that they do not leak. They have also a large apron of sheepskin dressed with the wool; the leather side is well-oiled, so that the water cannot pass through it. This apron goes lower than the boot. They have also a body-jacket of the same stuff and waterproof, which comes below the waist and covers the apron. And this body-jacket has a hood which is put on the head. Besides that there is a large apron of the same stuff which extends from the neck to the mid-leg. Such is the outfit of each of the three men in the boat when they go out to sea after the Cod, at least of those who wish to protect themselves from the rain and the water in hauling their lines.

When nearing the land and the position where they expect to go to make their fishery, they sometimes meet two or three vessels together which have the intention of going all to the same harbour, and each captain designs to be Admiral there. In order to obtain this Admiralty, when they are eight, ten, or twelve leagues from land, they lower at night a boat with their best oarsmen, furnished with good oars. If they have a good wind which carries them faster than the oars, they make use of the sail. If during the day they perceive that the others are doing the same, they have no fear of capsizing, but vie with one another in carrying sail, in order to gain the lead. Sometimes the water passes over the gunwale of the boat. Nobody stirs for fear of losing the wind, excepting only the one who bails out the water. There are few persons who would wish to be in their company. If there is no wind it is necessary to row. It is then indeed that they stretch their arms. There are no galley-slaves who pull so hard at the oars as they. No one speaks

of eating or drinking for fear of causing delay. There is always some one who arrives some little time ahead of the others. The first who leaps on shore acquires the right of Admiral for his captain. It is for him to take the place he prefers, both for building his staging and for locating his vessel. If he finds on the shore wood from stagings which have been broken down during the winter, and which the sea has cast up there, he takes it, and anything else he finds there, as it suits him and by [right of] preference [over all others].

The ship having arrived there, they all change their occupation except the captain, and each one takes up that duty to which he has been assigned according to his engagement made before his departure. Thus it results that one who was only a sailor during the voyage becomes a boat-master when he has arrived at the place of the fishery. At the same time the captain sends all the carpenters ashore to prepare quickly his boats, if he has any of them on land. But they rarely go to a place where they have not some, or else they carry some with them. If they are lacking one, and find any on the coast, they take it, as having first right, provided always that the boats have no owner, and that there is no fisherman who claims them, either as proprietor or through proxy from the owners, [and not if] the marks of the boat are plain. This right of Admiralty does not hold for the boats of another, but only for those which are found as waifs, of which he has the first right to make use. After he has a sufficiency of these things, the ships which have arrived in the same harbour have after him the same right in succession, according to the order of their arrival.[2]

The carpenters being on shore, the captain busies himself in placing his ship the best that he can, and to get her well moored. Then he leaves the mate with seven or eight men to strip her, in

[2]"J'ay dit que dans tous ses continens les mourues ne se font sentir que vers la fin de juin, cependant les vesseaux qui y vont de France tachent de primer tant pour faire leurs eschafauts et autres préparatifs que pour avoir le droit de commander à tous les autres vaisseaux pescheurs et qui leur donne le droit de choisir la grave s'il y en a ou la plus belle place à faire des vigneaux et de la marquer a tous les autres de maniere qu'un vesseau de 50 canons est subordonné à un petit batiment de 80 ou cent tonneaux, coutume qui s'est observée depuis l'establishment des pesches," *Mémoire sur la pesche et la chasse au Canada,* 1723, Canadian Archives, *CIIA,* CXXII, 257.

just the same way as if she were in harbour in France to pass the winter. There is no cordage left except the shrouds which serve to hold the masts upright. These orders being given all the crew goes on shore.

Arrived on shore, some of them set to work at the lodging for the fishermen, which is like a hall covered with a ship's sail. The sides at the bottom all around are lined with branches of Fir, interlaced into pickets or stakes of four to five feet in height driven into the ground; and the sail completes the two sides. With respect to the two ends, which are, as it were, the two gables of this edifice, fir poles are placed distant a foot from one another; these are also as close as possible, so that the wind can hardly pass through them. In the middle of the interior are placed large poles from end to end, distant the length of a man from one another and these support the ridge. Other poles are placed from one to the other and are nailed at each interval, the whole so arranged that it does not shake. They make of them two stories, one above the other, where they put up their beds and sleep two by two. The bottoms of their beds are of ropes, which they interweave like a racket, but with openings much larger. At each breadth of bed is placed a pole which keeps the two men apart, and prevents them from annoying one another at night by their weight, which would make them fall one on another if the cords which compose the bottom were not stretched tight by this pole in the middle. Their bed is a mattress of dry grass; their covering is that which it may please them to bring with them; whence many have for this purpose nothing but their cloaks. As for their chests, they place them along the walls and their beds. Such is the lodging of the fishermen. With respect to the size of this lodging, it depends as a rule upon that of the mainsail of the ship which covers it.

Whilst some are working upon this lodging, others are constructing that of the captain, which is built in the same fashion. But there is in the middle a partition of poles set one against the other; in this is made a door, which is locked. One side is used for storing the provisions, and the other contains his table and his bed, [the latter] on one side or above, made of rope like the others. Sometimes it is bottomed with boards. He has a mattress and quilt.

In another place the steward with some of the boys are at work

to build the kitchen, which is covered with large turfs arranged like tiles one upon another, so that the rain cannot enter it. And from the roof downwards, there are Fir branches all around, interlaced like the others. These the boys bring from the woods, as well for this as for all the rest of the lodgings. It is usually the doctor whose duty it is to make them go to the woods. All this is being done at once, and is finished in two or three days, even though it is necessary to go and get all the branches and poles in the woods, to carry them back, and to smooth them, for fear they might pierce and injure the sails.

Whilst all this is under way, the beach-master and the pilot, who have ten or twelve men with them, are in the woods to cut down Firs as large as the thigh, of twelve, fifteen, sixteen to twenty feet in length, to make their stagings and the lodgings. Everybody is at work. It is necessary to carry them all the way to the shore of the sea, some seven to eight hundred paces, and sometimes a thousand or twelve hundred. For every year they are being cut away, and the nearest are always the first taken. There are places where so many have been cut away that no more are left, [and] it is necessary to go after them three, four, five, and six leagues away, and sometimes farther. There are scarcely any places left where it is not necessary to go fetch them from a distance. They go there with boats of three men each, who go and come day and night, but are unable to carry more than fifty or sixty each. When once the work has been commenced, it is almost useless to speak of sleeping, eating, or drinking unless by stealth, except for the supper. Whilst some are transporting all the logs, others are at work preparing the stagings.

The staging [échaffaut] being so indispensable as it is in this fishing, it will not be inappropriate if I describe it here, in order to make its use better understood. It is necessary to know at the outset that all the wood of which it[3] is made up is obtained in the same country where it is built. It may be forty, fifty, or sixty paces long, according to the size of the vessels, to which we assume always that the number of men is in proportion. Its breadth is nearly a third of its length, and its end which is not covered is

[3]"Les eschafauts ont ordinairement 80 ou cent pieds de long et vingt pieds de large," *ibid.*, 257-258.

also about a quarter of its length; it ends sometimes in a point and sometimes square, and extends into the sea, so that the boats can always come alongside.

To begin the construction of the staging, there is placed at fifteen, twenty, or twenty-five feet out in the water a huge stake of eighteen to twenty feet in height. For this purpose, three or four men place themselves in the water when the tide is low, as far out as they can. The stake being set upright, there are put in place three or four buttresses, the ends of which are at the bottom of the sea, while the other ends are against the stake as high as a man can reach to nail them, [which he does] with a nail as large as the finger. This stake being well fastened upright, another of the same kind is planted on the land, and exactly opposite that [is placed] a second, so that these two last determine the breadth of the staging. This forms a triangle when the end of the staging or its stage-head, ends in a point.

Between these two last-mentioned stakes and that which is in the sea, there are also planted other stakes a fathom apart along the two sides, so that the whole forms a triangle of which the point is in the sea. All of those stakes being set upright, with the buttresses well nailed on, there are nailed to each one of them three and four of those large poles from the bottom to the top, equally spaced in such manner that they serve as a ladder for mounting upon the staging. To strengthen this point, there are placed also under all the extent of this triangle a number of upright stakes well shored up. After this a quantity of large poles is placed crossing from one to the other, with others which run from top to bottom diagonally. Thus this point is so well provided with beams, and is so solid and well nailed, that it is able to resist the roughest waves, as well as the impact of the boats which land there continually when they come from the fishing. The pile-work of this point being thus set up, there are placed across it large pieces of wood at the height of eighteen to twenty feet from the bottom, beginning with this first stake which forms the point. These cross-pieces are properly the beams which support the flooring; this, at high water, is elevated five feet or thereabouts above the surface of the water at the point of the staging. This being done, the staging is continued of the breadth of those two stakes which are on the land and which also determine the breadth of this point; and this

breadth is continued thirty-five or forty paces always upon the same level. Thus the stakes which are planted upright to sustain the flooring of the staging become progressively less in length, because the shore runs ascending towards the land like a comedy theatre. All those stakes are also well propped and strengthened with cross-pieces, as in the prow of the staging. Cross beams are continually placed on top, a fathom apart, to finish the flooring of the staging. In the middle of these cross beams, large poles of twenty-five or thirty feet [in length], are placed upright to support the ridge of the edifice; the larger ends of these rest upon the ground and are nailed to each alternate one of the cross beams, beginning with the base of the triangle and extending towards the land. All this having been finished, little poles, the longest that can be found, are obtained and laid lengthwise upon the cross beams where they are arranged as closely as possible one against another, from the point clear to the end towards the land. This makes an efficient flooring for the staging.

From these two stakes of the point, which determine the breadth of the staging, and extending on both sides towards the land, there are placed little poles which run from the ground straight up to pass above the flooring about four feet; they are distant about two feet from one another. At the upper ends of these little poles, which make the two sides of the staging, another large pole is nailed to their tops, and this holds them crosswise from one end to the other.

Upon these large poles which are nailed to the middle of the cross beams, are placed other poles which are nailed upon their top ends from one extremity to the other, and these poles form the ridge. Then other poles are arranged which extend to rest or fall upon those other poles which are elevated four feet on the sides of the staging; and these serve as rafters. This being done, a mainsail of the vessel is placed on top, with the seams running like rafters in order that the water may run off more easily. To effect this, the sail is stretched as much as possible by means of cords which are fastened to the poles on which rest the rafters. If the sail is not large enough to cover the whole staging, the end towards the land is left uncovered, for the chief place is the opposite end, where the hardest of the work is done. To close the two gables and the two sides of four feet in height, one begins with the

gable towards the point, which is at those two large stakes which determine the breadth of the staging. For this a large pole is nailed from one stake to the other, with the exception of the breadth of a door which is left on one side to lead out upon the point. This pole, which is nailed underneath, is raised some two feet above the floor, while thence upward as far as the ridge other poles are placed at a foot from one another, nailed above and below, which shorten with the pitch of the sail. The same is done with the opposite gable, where, however, the poles run from the bottom to the top. After this the ends and the sides are lined with branches interwoven as compactly as possible between these poles.

Whilst all this work is under way, the captain does not fail to send the boats to the fishing just as soon as the carpenters have put them into condition so they can go. The fish which they bring back every evening are dressed upon boards which are placed upon barrels. These form a sort of temporary tables which they use until the staging and its appurtenances shall be completed. This fish is salted and put into a pile exactly as if everything were in condition to receive it . . . . .

The staging is no sooner finished than they set to work to fill it up inside. There a table is made, of four feet wide and about three feet high, removed three feet from the partition. This table is called the splitting-table [etably]. In the space between this splitting-table and the partition are placed the throaters [picqueurs] and the headers [decoleurs], and on the other side are the splitters [habilleurs]. These splitters are five, six, or seven, according to the size of the vessel. Each splitter has a throater and a header. The splitters have on their right side a kind of trough or box of wood, about a foot and a half wide and a little longer; its bottom is tipped up about half a foot towards the floor, facing inward, and the side towards which the bottom inclines is closed by a slide, and this is raised and lowered between two guide pieces. This is in order that the fish may fall of itself and all at once into the barrows. At five or six feet farther on towards the land, in the middle of the building, there is made a kind of enclosure for containing the salt which is used to salt the fish. This enclosure is called the salt-bin [saline], and is situated exactly under the ridge. Thus the stakes which support the ridge pass through the salt-bin, which may be twenty to twenty-five feet in length and more, according

to the size of the vessel to which it is proportioned, and it is about four feet wide. This bin is made of long stakes laid one upon another up to the height of a foot and a half or thereabouts. On the two sides of this building there are two doors, which are used in discharging the staging of fish when it is necessary to carry them to the water to wash them. And that is about everything which can be said as to the staging, in order to give an understanding of it.

Just as the entire crew does not work all at once upon a single duty, so each one has his special work. Let us look at those who are employed with the appliances which are used for preparing the Cod, such as the galaire; this is a kind of little staging which is made on land at the edge of the beach. For this there is made a foundation of stakes planted upright like those underneath the staging; they are increasingly tall towards the sea, in order that the flooring may be level. It is made in the same way as the staging, both as to the foundation and also as to the flooring of little poles, with the exception that it is only twelve or fifteen feet both in length and breadth. The latter is a double one; the single ones have the same length along the beach, and half the breadth towards the sea. Some are made like this, but only three or four feet across, according to the size of the vessel, and always more rather than less through fear that bad weather may prevent the fish being spread out to dry. This galaire is covered above with poles in the form of an arbour, upon which are placed plenty of branches to prevent the sun, when striking upon the fish, from overheating them, something which would spoil them.

There are also needed some barrows [boyars], which we call hand-barrows [sivières à bras] in France. Everybody knows what they are. There are also wickerworks which are flat, made from long rods an inch thick, interlaced like a wickerwork for cleaning clothes, but they are much larger and stronger. They are used to throw the Cod upon when it is washed, in order that it may not take up sand. Another is also made of about a fathom and a half square. It is formed like a cage, except that it is not closed on top; the sticks in it are as large as the thumb, and it is bottomed with boards. This is placed in the water, the fish are thrown inside it for washing, and it is called a Timbre.

The wheelbarrows [broüettes] are nothing other than two pieces

of squared wood, as large as the arm or thereabouts, of four to five feet in length, [and having] the form of a crook at one end. On these are nailed staves of a foot and a half in length, the ends of which are nailed to the round part of these bars to form a bottom. In order that it may form a hollow, staves are also placed on the two sides of which one end of the stave is nailed against the end of the crook, and the other end of the stave in the middle of the bar where it commences to lose its curvature. Hence the curvature of these bars, when thus prepared, makes a large hollow like a wheelbarrow. In place of a wheel there is added a large roller of wood pointed at both ends, which are passed into two large iron eyes attached underneath this wheelbarrow. Thus when it is drawn this roller serves as a wheel which makes it more easy to move. Its use is to carry the fish from those troughs, which I have described as used by the splitters. This barrow is placed under the troughs, and no sooner is the slide raised than the fish fall therein without being touched. This is done to save time and expedite labour.

Whilst all these works are being constructed, the doctor,[4] with some of the boys, is working to build the flakes [vignaux]. For this they have a quantity of little poles which are cut into pieces of about five to six feet in length and pointed at one end; these are driven into the ground, so that there remain about three and a half or four feet above the ground. These pickets are distant from one another about a fathom; they are all arranged in a single line, and are all of the same height. They continue about twenty-five, thirty, or forty paces in length according to the extent of the place, which requires them: sometimes to be longer and sometimes shorter. This first line of pickets being completed, another is made of the same sort, with a distance between the two lines of about five feet, a little more or less. Then long poles are placed in position and tied to the top ends of these pickets, from one end to the other of the two sides. The strings which are used are threads of rope-yarn.

[4]"Le second est celui qui doit avoir attention sur la grave ou vigneau. Les gens de grave sont les trancheurs, decolleurs, picqueurs et salleurs. Les gens de chaloupe qui sont trois par chaloupe pour aller sur les fonds. Un pour gouverner, le 2e pour arrimer et le 3e pour embosser, c'est-a-dire avoir soing de bien amarrer la chaloupe lorsqu'ils abordent a quelque eschafaut," *ibid.*, 260-261.

All these poles being in position, others are placed across them, the ends of which rest upon those poles at distances of about one foot from one another. This being done one covers all this length and breadth with branches, from which all the foliage is removed in order that the air may circulate as well from below as from above, whilst the Cod are upon the flakes to dry. There are needed for one ship about thirty, forty, or fifty of these flakes, according to the bigness of the vessel, and also according to the extent of the place, which is sometimes of thirty, fifty, and even on a hundred paces in length.

In another place the steward has some of the boys, whom he makes work on the gravel beach [grave] if there is no other business more pressing. But let us look at the work on the beach, and then I will tell that which is done in having this beach prepared. That which is called the beach is the little pebbles which the sea throws upon the coast. This is flattened as evenly as possible, and if there is too much in one place it is removed to fill up the hollows in other spots; or else the boys go to fetch it from the shore in hampers [mannes] (which is a kind of basket, round, and without a handle) and carry it where it is needed. If the beach is old, and has not been torn up during the winter by the sea, grass is found coming up amongst the gravel, and it is necessary for the boys to tear it all out shoot by shoot, so that none at all is left.

The duty of the steward, aside from the work on the beach, is to take charge of everything connected with the cooking every day for the whole crew, and to go occasionally with his boys, in a boat which he has, from land to the vessel to fetch wine, biscuit, pork, butter, oil, and all other provisions. He goes to the spring with his barrels to fetch water to make his drinks, and for the kettle. He goes also to the ship with his boat to fetch salt, and has it carried ashore and placed in a little pile by the boys, until the time when the staging may be finished, and the salt-bin ready to receive it. This salt, which is thus brought, is for salting the Cod which are caught while this work is going on. This is done by the boats which go to the fishery, as I have said, in proportion as the carpenters get them ready, and it is these fish which I have described earlier as dressed upon those boards which are laid upon the barrels.

I believe it will not be out of place to describe also the work of

the carpenters, who, although the first to be landed to commence their work, are nevertheless the last to finish. To make the boats ready to go to the fishery, they begin with the carpenter work which has to be done on the new boats[5] brought from France. These are placed in sections on the ship. Some have the keel entire; others have it cut in half, according to the space there is in the ship to store them.

In order to know who will man the boats in proportion as they become ready therefor, all the masters of boats draw lots, on which is written first, second, third, and so on for the rest. He to whom falls the first takes the first boat completed by the carpenters, and thus with the others each in his turn. It is the masters and their crews who make the rooms, the sideboards, the mast and the boom for the sail, the hooks, the leads, the lines, and all this is prepared during the voyage, as I have described. This choice by lot is made to avoid dispute and quarrel among them, and that they may not be able to complain if one has a better boat than another; for as a rule the carpenters fit up all the best boats first, they being less work to complete, and in order that they may be able to go constantly to the fishery whilst the others are being prepared. In proportion as there is one of them finished, he to whom she belongs places on board all his fishing outfit and all his fishermen, and then goes to the fishery.

Now it is necessary to make arrangements to put all the boats in safety when they return at evening from the fishery, for fear that bad weather may overtake them at night, which might cause their loss. For this they have a cable as large as the arm or larger, according to the bigness of the ship. For it must be much stronger for one having many boats than for one which has fewer. An end of this cable is carried out to sea as far as possible, that is its whole length. It is then affixed or attached to a good and strong anchor which is thrown to the bottom of the sea. Then the end on land is taken and hauled or drawn by the strength of the men. If there are several ships in one harbour they help one another. This

[5]"Il fault avoir une chaloupe qui couste cent cinquante livres toute apareillée et garnie; pour la dite pesche, il fault cinq matelots sur chaque chaloupe qui sont a la fait pour les proffits," *Mémoire instructif, de la maniere dont on fait la pesche du poisson sec à l'isle Percée et ailleurs fait par Monsieur De Meulles,* 1686, Canadian Archives, *CIID,* II, Pt. 1, 129.

cable being well stretched, it is turned around a very thick stake, which is sunk deeply into the earth. That end being well secured, another stake is placed above this one, five or six fathoms away, which is also well sunk deeply in the ground. To this latter stake there is fastened another rope, which is attached to the head of the first stake to hold it firmly, and to prevent the boats which are fastened on the cable from loosening it in any tempest which is likely to arise. To attach the boats to this cable there are ropes' ends which are attached from place to place by one end, while at the other is fastened a little piece of wood which always has the end above the water. This is called a Boyon. As many of them of this kind are added as there are boats; and they are spaced from one to the other, so that the tempest, when it occurs, does not bring them into collision, which would smash them. It is necessary that this cable shall stand all the strain of the boats and of the bad weather.

Now that all of our works are finished and all of our boats are ready to go to the fishery, it is necessary to send them away for that. The day before they are to start to sea for fishing, the boatswain has the duty of filling his basket with biscuit, which is not withheld from the men, but which they take at will. This basket is a large box like that in which are sent the prunes of Tours, but almost as large again. Then he goes to fill his barrel with drink, which does not intoxicate them; for from one barrel of wine there are made four and sometimes five without any other miracle than some water. It is free to all, and each one takes as much as he wants. The stewart has charge of this economical magnification. The boys go in a boat to fetch the water in barrels, sometimes far off, sometimes near, according to where the spring is situated. That is all the provision that any of the fishermen have when they go upon the grounds [sur le fonds], which is the term used by them to designate going to the fishery.

The next day just at dawn they are made to arise. They go and take the boats on the voyal, in order to go out to their own which are moored upon those boyons. Being on board they set the sail, if there is wind, for they go where the wind carries them. Or if they design to go to a particular place, they row to windward. At other times, when there is no wind, they go wholly by the oar [à la rame]. They do not make use of this word, but they say they

go by the stroke [à la nage]; they say it is only galley slaves who pull on the oars. There is hardly any harbour in which there is not more than one ship, and every morning one sees thirty, forty, and fifty boats under sail, or being rowed, some of which go in one direction and some in another. Each master of a boat is free to go where he sees fit, and where he believes he can find most Cod. When they are a league or a league and a half away, they lower their sail, or cease rowing, if they are going under oars. They throw their lines overboard all baited,[6] that is to say with Cod [entrails] or bait, which is similar to that of the Grand Bank with the exception that the line, the hook, and the bait are here not so large.

The line being thrown over, if they find Cod biting at the hamecon, which is the hook and the bait collectively, then all those in the boat throw over their lines; and the boatswain, who is the one at the bow, throws the grapnel into the sea as is his duty. After that they set to work to draw up the Cod as fast as they can. They

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[6]"Les gen destinez pour la grave doivent tenir tous les matins la boette preste pour ceux qui vont en pesche; on apelle boitte le harang et autre poisson (capelin, gaspareau, maquereau) que l'on prend pour acquer ou garnir les amessons autrement ains à morue et sy la boette n'est pas abondante, le maitre de grave envoye ses compagnons le long des graves pour prandre des petits poissons avec une alebarde, ou des plies qu'ils dardent autour des eschafauts.

"Pour prandre les harangs on a de grands fillets de trante toises de long plus ou moins sur vingt-cinq à trante pieds de hauteur garnis de ploms et lieges lesquels les gens de grave vont tendre à l'emboucheure des ports ou baies, et tous les matins avant jour ils les vont lever et les trouvent quelque-fois sy garnis de harangs qu'ils ont de la paine à les embarquer et aussy tost retournent à l'eschafaut et distribuent par chaloupe la quantité qu'il faut a chacun et aussy tost les chaloupes partent pour aller sur les fonds, ainsy appele-t-on les endroits ou se pesche la morue, et la chaloupe armée d'une voille trois rames chacun deux lignes, et amessons, chaque pescheur a aussy une ligne a maquereau, et un compas en cas de brume ou mauvais temps. A remarquer que suivant l'esquipage des vesseaux il y a plus ou moins de chaloupes. Lorsque les chaloupes sont les fonds comme le maitre de grave est obligé de veiller pour que la boette ne manque point aux pescheurs lorsqu'ils sont sur les fonts pour cet effect il envoye une autre chaloupe les visiter qu'il reconnoissoit par un signal donné et il leur porte de la boette, et enfin s'ils manquent de boette ils ouvrent des morues et enboettent avec les gogs morues . . . . . ." Canadian Archives *CIIA,* CXXII, 261-262.

have each two lines, one on one side of the boat and one on the other. As soon as the Cod is hauled up, the hook is removed, and it is thrown into the room. If the bait was removed, he immediately puts on another, which he takes from the stomach of the Cod. If he finds there anything which is not digested, he puts it on the point of his hook, then throws his line again into the sea. Whilst it is sinking to the bottom, he turns to the other side, and hauls up the other line if he feels a Cod is taken, which rarely fails. So long as they find fish they do not stir from there. All the others do the same. When the fish give out, they raise the grapnel and go to another place. They do nothing but draw up the line and at the same time throw it over again, for it is soon unhooked. It is well to know that the lines are attached upon the edge of the boat, and so do not reach quite to the bottom. It is always necessary that the hook shall be a good fathom from the ground, and the lead two fathoms. They work in competition, that is as to who shall haul up the most. They do not return until the evening.

Awaiting their return, let us see what those on land are doing. . . . . During this time, the sailors and boys carry salt to fill the salt-bin, and so soon as one boat is loaded, it is taken ashore whilst they are loading another. There are five or six boat voyages needed to fill the salt-bin. When the bottom or anchorage permits the ship to be brought near the staging, no person remains on board, either by night or by day; no one goes to her unless he has business there. But when she is anchored at a distance from the staging, two, three, or four sailors are sent there to sleep in order to guard her.

It is about four o'clock in the afternoon when they begin to raise the grapnel, and to set sail. They need at least an hour and a half, and two hours, and sometimes three, to go from the grounds to the staging, according to how distant they are. It is always near six o'clock before the first boat arrives at the staging. The others follow and arrive after a half hour, three quarters, or an hour, and sometimes later. They follow one another in this manner in order to give time for unloading one after the other. Nevertheless sometimes two or three of them arrive at once. The first arrival fastens his boat to that point of the staging which is advanced into the sea, and the other boats [are fastened] all around that

point, upon which the fishermen throw their fish in proportion as they arrive to unload their boats. To throw the fish up, they have a pew which is an iron point half a foot long or thereabouts, which curves a little towards its point. It is fastened to the end of a stick of four to five feet long. They thrust this iron into the head of the Cod and throw it up. If the Cod is too large for one man to be able to lift it upon the staging, [he is aided by] a boy who is above with a gaff. That is also an iron which is hooked; it is thick as a finger and pointed at one end, while at the other, which is somewhat long, it is attached to the thick end of a large pole. This the boy, who is on the point of the staging, extends to the boat, keeping hold always of the little end. Those on the boat pass the head of this large Cod over the hook of this gaff, and he who is above draws it up to him. There are sometimes Cod so large that two boys can hardly draw them up. When the masters of boats act as splitters, they do not waste time in unloading; they quickly abandon their fishing outfit, with the exception of the boots, whilst the stowers and boatswains unload their boats. As soon as one is unloaded the stower ascends upon the staging to go to his work. Then the boatswain removes the boat thence, to make room for another which does the same, and he goes at once to moor it to the boyon. There he washes and cleans his boat as well as he can, especially the thwarts which the Cod has made greasy, and which becomes so slippery that one would fall in walking upon them if they were not freed of the grease by dint of washing and cleaning them. This being done they rest, waiting until some one shall come to fetch them all at once with the service boats, or else until, their work being done, some one of those returning from the fishery may pick them up in passing.

Just as soon as two or three boats are unloaded, and there are fish upon this point or stage-head, and the boat-masters and the stowers are upon the staging, then each according to his duty begins to prepare himself to go to the fish-table, that is, to take his place around the table. For this purpose the splitters commence with their knives, which are furnished them by the captain. They sharpen them, and their sharpener is a piece of flat wood, four inches wide, three thick, and as long as the arm, upon which they place the sediment of a grindstone. This sediment is made by the action of the carpenters in sharpening their iron tools upon a large

millstone, which is used up by dint of use; that which is consumed falls into the trough in which is the water. They take care to collect this, and some of them even carry it from France; with it they sharpen their knives which cut like razors. They each have two of them. As soon as these are sharpened they put on a large leather apron, which takes them under the chin, and extends to the knees. They have also sleeves of leather or of tarred linen. In this garb they take their places in barrels which come up to the mid-thigh. These barrels are between those little boxes which are attached to the table. They place their aprons outside or above the barrel to prevent the water, the blood, and other filth from entering it. Such are the splitters, arranged for work. But they each need a throater and a header. These have also a big apron and sleeves like the others· but they have no barrels. In addition, those who work on the water have their boots, which they never leave except to sleep. Those who stay on land and take part in this work, do not have them. The header has no knife, but the throater has one, different from that of the splitter· That of the splitter is square at the end, and very thick on the back in order to give it weight that it may have more power to cut the spine of the Cod. That of the throater is longer and pointed, the point rounding down on the side towards the edge. The throaters and headers are on the other side of the table near the partition, which is on the side towards the sea, adjoining that point on which the Cod are unloaded. Being thus all placed, the boys and others are also upon the point of the staging with their pews, with which they pierce the Cod in the head, and thrust it near the table under that partition or gable which I have earlier described, and in which is left an opening of about two feet in height. Having thrust it there, other men who are between the throaters and the headers take the Cod and place it upon the table near the throater, who at the same time catches it and cuts the throat and then opens the belly clear to the anus, which is exactly that part by which it voids. Then he passes his knife very near the gills to separate a bone which is between the ears and the head, and all at one operation thrusts the Cod to his neighbour, the header. The latter tears out the entrails from the belly, and at the same moment he throws into two baskets which he has in front of him, into one the livers and into the other the

roe[7], which is the eggs of the Cod. Then, all in a moment, he inverts the Cod belly down upon the table, takes the head in his two hands, reverts it upon the back of the Cod and breaks its neck. He takes the head in one hand, throws it into a hole which is at his feet, through which it falls into the sea, and with the other hand pushes the Cod to the splitter. The latter seizes it by the ear [fin], with a mitten which he has on his left hand, without which he would not be able to hold it firmly, and places its back against a wooden strip. This is as long as the Cod, and two inches thick; and it is nailed opposite him upon the table, its use being to hold the fish firmly and prevent it from slipping during the operation, [which it would do] because of its fat. Then with his knife he strips the flesh from the greater part of the backbone on the side of the ear which he holds in his hand, beginning with the ear and running clear to the tail; and at the same time he gives a blow of his knife upon the backbone, and cuts it in the position of the anus. Then he passes his knife underneath the backbone going towards the ears, cuts all those little bones which serve as ribs for the fish, throws the backbone behind him, and with his knife throws the Cod into the little box or trough which is at his right. They do this with such dexterity and quickness, as well the throaters and headers as the splitters, that those who have nothing else to do but to collect the Cod and place them upon the table have trouble to furnish enough.

The Cod being dressed as I have just been telling, it is [next] salted. This is done upon the same staging, covered with the sail, along those palisades of branches which are on the two sides of the staging, the salt-bin being in the middle in order that salt can be taken more easily from either side. For this latter purpose there are men who have each one of those wheelbarrows which I have described, and they place them under those little boxes. Then they raise the slide and all the Cod fall inside [the wheelbarrows], because the box is inclined. Then they replace the slide in position, and drag the barrow to the place where the Cod is salted. They empty them there and return for others. Two or three men take those Cod by the ears, arrange them head by tail, and make

[7]"Que l'on salle dans un montseau et ensuitte mis en bariques et vendus en Europe pour pescher la sardine," *ibid.*, 263.

of them a bed[8] of a length which they judge about right to contain all the fish of this day's catch. For to render the salting uniform, they never place upon one another fish salted on different days. It is a maxim without exception that all the fish caught on one day has its separate mode of treatment thenceforth. The length of two Cod placed end to end determines always the breadth of the pile, and the height depends like the length upon the quantity of fish which will have been taken during the day. Always the skin side of the Cod is placed underneath. This first layer being thus made of the length which he considers suitable, the salter has a large perfectly flat shovel, with which he takes salt from the salt-bin, which is behind him, and with it salts the Cod. The salter is so skilled that as soon as his shovel is loaded with salt he throws it upon this Cod from the edge of his shovel at more than a long fathom distance, without placing appreciably more in one place than another. If there is any place in which he has not enough, he adds some there; and it falls off his shovel only as he wishes to place it. This Cod is salted very little; when it is given too much salt it burns, and is not so fine as others. This is why it is necessary the salter should be skilled in throwing his salt. When this first layer is finished, another is made above it in the same fashion, and then it is salted like the other. This is repeated until all of the fish are dressed.

Everything[9] being cleaned and washed, they go to supper. They are arranged by seven in a mess. If there is a man or two over, there are made two messes of eight, and each places himself where he can. This is excepting the captain, who eats in his lodging, and with him the beach-master, the pilot, and the doctor, who is the one who has charge of the cooking. He has also a boy to serve him, and one at each mess; the boys eat only the remains, and they have plenty with that.

As for the eating, those who go upon the grounds have as a

[8] "On apelle cela mettre la morue a la rime."

[9] "Sy la morue se tranche de nuit come il arrive souvant ils ont pour les esclarer un morseau de bois charbonné par l'un des bouts et coupé en plat par l'autre pour le faire tenir debout sur la table le bout charbonné est en feu et pour le faire flamber on dispose une espece de lampe plaine d'huille a bruller au-dessus et perpandiculaire au tison sur lequel degoute de l'huille qui le fait flamboyer à esclerer tout l'eschafaut."

rule only their barrel of drink and their basket of bread for three men from the morning to supper-time in the evening. There is an occasional one who takes a piece of Cod, or Mackerel, or of Herring roasted from the remains of his supper. Those who remain ashore dine at nine o'clock upon boiled and roasted Cod or Mackerel, or Herring when that is caught. At two o'clock they have a lunch of bread with drink. Those who wish to eat anything else prepare it themselves. The captain has some cheese, but this provision is made at his own expense. He has a garden made on land which provides him with salads, peas, [and] beans. Besides there is the game which he can take, along with the doctor, when they have leisure therefore—such as Pigeons, Ducks, Wild Geese, Teal, Hares, and other game found along the margin of the sea or in the ponds. The captain also brings poultry from France, of which he has the eggs and chickens. There are economical ones who live like the crew. For supper they have a great kettle of boiled Cod, and little Cod which are fat; these are broken into fragments and roasted on a spit. And the same is done with Mackerel, which is cut also into slices. In addition oil and vinegar are distributed to each mess, and besides they have a plate of peas or boiled beans, with oil or butter placed in the kettle. But nobody takes[10] supper until all the work at the staging is finished, not even the captain.

The captain has the duty of sending every evening a boat with men with a net; this is anchored in the sea by a grapnel holding it below, and above there is a piece of wood to hold this net extended vertically. At the other end of the net, at the upper angle, is placed another piece of wood, and this latter goes and comes as the tide takes it. To prevent the boats from passing over this net, there is upon one of these pieces of wood a fir branch as a signal, to make it visible from afar, and thus a collision with it is avoided. The next morning he sends a boat about nine o'clock to raise the net. After all the Cod are washed, they go to fetch this net, which is brought on shore with the fish it has taken, that is to say, Mackerel

[10]"Leur soupe consiste en morue, que l'on fait cuire et qu'ils mangent sans boeurre, huille, ny vinaigre. Le dimanche a midy on leur donne du lard et le soir des febues et de la morue assaissonee d'huille et de vinaigre, le jeudy ils ont souppe a midi avec des febues et de la morue et de soir du lard," *Mémoire instructif, op. cit.*, 130.

and Herring. In the early part of the season they catch few, and those which are taken the captain divides in the evening among the fishing boats. After having left the fish-table, that is to say, when all the Cod is dressed and salted, the livers[11] and the roes are stowed away, and all the work of the day is done, then each boat is given at a time fifteen, twenty, thirty, and sometimes more or less of these fish according to how abundant they are. This is to make bait for their hooks, which are loaded with entrails of Cod to a size larger than the fist. Upon the point of the hook is placed a piece of Mackerel or Herring, which throws a certain lustre into the water, towards which the Cod rushes as soon as it sees it, for it is fond of it.

There are scarcely any harbours where there are not several vessels. At the Isle Percee I have seen as many as eleven, since this is the best place for the fishery. This number of vessels which are found in one place nevertheless obtain fish. There are places where there are taken every day fifteen, twenty and thirty thousands of fish, not counting that which is being done in all the other places, and a fishery of this extent lasts six weeks or two months. This thins out the Cod immensely, and makes it depart, and the quantity of the Cod [taken] makes also the Mackerel leave, and the Herring which the Cod chases. This brings it about that the fishermen no longer find the fishing upon the usual grounds. This obliges the captains to make degrats[12] to follow the fish.

There is much chance in this, unless one has a great experience in the fishery and has long frequented the coast and all the harbours in which [vessels] are placed for making the fishery. For

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[11]"A costé de l'eschafaut est un quarré de piesses bien joingtes et estanches dans lequel se jettent les foyes de morue qui par l'ardeur du soleil se condensent en huille au bas du dit quarré de piesses que l'on apelle truil ou charnié qui est persé en deux endroits un trou tout au bas bien tamponné d'une cheville et l'autre a un pied ou environ au-dessus et les oeuf sont sallés en tas.

"Lorsque l'on veut tirer l'huille come tous les escremens sont au fonds, pour les faire sortir on ouvre le trou d'en bas par ou les escremens decoulent dans la mer et au trou de-dessus on dispose une barique ou autre futaille ou l'on fait decouler l'huille ainsy voilla le premier aprest de la morue," Canadian Archives, *CIIA*, CXXII, 265-266. See also N. Denys, *op. cit.*, ch. VI.

[12]See N. Denys, *op.cit.*, 324, on the subject of degrats.

the Cod does not go every year to the same place. The fishery which will be one year upon one bank will be exterminated by the great number who go there together. Thus the year following, the fishery is obliged to seek another bank, where the Cod will not have occurred the preceding year. There are also the Mackerel and the Herring, which will take another route than that of the preceding year.

It is necessary now to follow the work of those on land. Having arisen, the first thing that they do every day is to go to the staging to get the pile of Cod, which is to be washed[13], carry it to the water, [place it] in that timbre, wash it and carry it thence to the galaire. There is also on the galaire[14] every day some which must be carried to the flakes. Those who take it arrange it upon the flakes tail against head, the skin upwards. When one flake is all covered they commence to place it upon another. When there is a question of carrying the barrow there is nobody exempt, not even the captain, except he be some aged captain who has [long] had command and who has seen the world. During this time those who have brandy drink a little dram of it by stealth without leaving their place at the work. [The fish] having remained thus up to nine o'clock, when the skin has had time to dry, they go and overturn it flesh upward, and there it remains until about four o'clock, when they go and overturn it, skin up, thus to pass the night. The flesh is never left up during the night, because of the dampness. That is repeated every morning—the washing, the carrying to the galaire, and from the galaire to the flakes. All the Cod that is upon the flakes, as well those of that day as of the preceding, is turned flesh up every morning about nine o'clock or thereabouts, when the sun has acquired the force to dry up the

[13]"Lorsque la morue a demeuré huit jours plus ou moins [De Meulles says "deux ou trois jours au plus"] au sel il faut la laver, pour y parvenir on a un grand quarré de perches et piquets foncé de planches et bordé d'un clayonnage apellé lavoir, lequel carré est sur le bord et au bas de l'eschafaut qui par la haute mer est entouré et plain d'eau dans lequel se jette la morue avec des boyards ou sinieres pour la dessaler à un certin degré en la remnant dans l'eau avec un espece de rouble de bois." . . . . . Canadian Archives, *CIIA,* CXXII, 266.

[14]"On laisse . . . . deux fois vingt quatre heures il qu'on apelle mettre la morue en paste et c'est pour egouter son eau," *Mémoire instructif, op. cit.,* 131.

dew and dampness of the night. Thus they are left until about four o'clock in the afternoon, if there does not appear any rain or appearance of rain. For once the Cod has been placed to dry, it must no more be wet. And even if the rain continues it is always left with the skin up, and that which is upon the galaire remains there also, and that which is in salt remains unwashed. There occur sometimes six, seven, and eight days without the possibility of placing them upon the flakes, washing or overturning them. When that happens which is rarely, the Cod runs great risk of heating; and if that happens, they are obliged to throw it away. Even when this happens for two or three days [only], the Cod is never so good, and it is nearly always waste at the sale, when it is then necessary to give two quintals or two hundred pounds of it for one.

When that which was first placed upon the flakes commences to be a little dry, and when the beach-master judges that it may be in condition to be placed en mouton, instead of overturning it at evening in the usual manner, skin up, he has them placed, up to eight, ten and twelve, tails against heads, one above another, the foundation of this little pile being only two Cod, which are called mouton. They are placed in order that they may preserve their heat, which they cannot do when overturned singly, for the reason that the night is always cool, and this moistens them too much in the open air and in the moist wind which strikes them from underneath upon the flakes. They enlarge these moutons every evening up to fifteen, twenty, and twenty-five Cod. When these have been placed in this fashion in large moutons, at evening instead of being replaced upon the flakes, they are carried to the beach to unload the flakes and make room for others. Of two moutons they make only one upon the beach. Then every evening there are removed from the flakes only those which are placed upon the beach. Every day some are placed on the flakes, and some are removed from and some are placed upon the beach, and so on to the end of the fishery.

Having thus all the flakes and the beach covered with Cod, every morning after having washed and carried that on the galaire to the flakes, and having overturned all of that other flesh up, they overturn likewise that which is on the beach; and that which is there in moutons they spread out one by one, skin upwards. Then they go to overturn that which they had brought from the galaire

in the morning, flesh up, like the others. After this they return to do the same thing which they had just been doing [viz., turning the Cod flesh up] to that on the beach, which was in large moutons that had been selected and placed skin up. Presently all the Cod of the flakes and of the beach has all the flesh upwards. Such is the work that is done every day in the morning before dinner. But if, during the time of the dinner, there appears any sign of clouds, or if there is any appearance of rain, it is necessary for them to leave everything and to run swiftly to the Cod to turn it skin up, for fear lest the flesh become wet.

As four o'clock approaches, the beach-master, the captain, and the pilot keep looking from time to time to see if the fishing boats are not returning. As soon as they are seen, the beach-master begins to call the crew. When he calls they have to leave every kind of work and go to him. Then he sends some to turn the flakes, and tells them, "You are to place that in little moutons, that in large; that you will carry upon the beach," and he sends others to the beach to do the same thing.

The Cod which ought to be placed in a pile the beach-master and the pilot have brought by armfuls, and make it into piles, some large and others small, according as they think best. Whilst that is being done, the fishermen arrive at the staging and discharge their Cod. Then every one goes to prepare for dressing it after the usual routine.

When the Cod has been placed several times in large moutons, it is placed in little piles, and at another time from these little piles a much larger one is made. Thus they go on every day making these piles larger, until the time when the Cod is entirely dry. Of these a huge pile is made, which is not touched for more than twelve or fifteen days. Then it is rebuilt again in a pile [and remains] for a month without being touched.

The piles of fish are all made of a rounded form. It is the beach-master and the pilot, as a rule, who makes them. For this purpose, there is made a foundation of rocks, which are arranged one against the other all in a circle of six, eight, ten, and twelve feet in diameter according to the number of the fish it is desired to put on it. They are made on the most elevated parts of the beach, and these rocks are only to raise it in order that the pile may not become wet from underneath. Then they bring the Cod in their

arms to him who makes the pile. He covers all these rocks with Cod, in a complete circle, the skin down. Then he places all the armfuls of Cod one against another, the Cod upon the circumference with tails towards the centre and the heads outside, so arranged that one head does not extend beyond another. He fills the middle with Cod in proportion as the circumference heaps up. It is made like the tower of a windmill, though less elevated, and differs only in this, that Cod are placed inside the pile.

The large Cod are chosen to make the cover, and this covering runs up to a point, like that of a windmill, in which Cod serves as tile or as shingle, arranged in the same way one upon another so that the interior of the pile cannot be wet. There are piles so large that a ladder is necessary for covering them. In addition to this covering sails also are placed upon it to prevent any moisture from entering.

When all the fishing is finished, and the fishermen have left their lines, there is still some time needed for drying the last fish. During this time they go to the woods to fetch branches which they carry to the ship to place upon the ballast. The latter, if rocks or pebbles, placed on the bottom of the ship to hold her in trim, and to keep the wind from having power to throw her down on one side or other, which makes the ship carry her sails better. The branches[15] which are placed upon it are to smooth the bottom and to raise it, so that the water may not touch the Cod. They line all sides of the vessel also with the same branches as [are on] the bottom, in order that the Cod may not feel the humidity of the sides. All that having been prepared they load the vessel. For

[15] "Apres que ces petites pilles sont faittes et que l'on connoist que la morue commance a suer, on l'estend sur le galet une a une, et le soir on la met en plus grosses pilles qu'on laisse ainsy quinze jours ou environ jusques a ce qu'elle commance a resuer de nouveau et pour lors, on l'estend une seconde fois sur le mesme galet, et sur le soir on la remet encore en plus grosses pilles, elle demeure ainsy jusques a l'embarquement et avant de la mettre dans le vaisseau on luy donne ce qu'on appelle le dernier soleil qui est de l'estendre tout de nouveau sur le galet, d'ou on la prend pour la mettre dans le navire apres l'avoir mis par quartrons qui sont de trente deux morues dont on prend un compte fort exact pour la mettre proprement dans le vaisseau, on se sert de fardages qui sont des branches de bouleau et noisilliers sauvages, avec leurs feuilles, affin que le poison se conserve sec et marchand. L'espinette et autres bois gommeux n'y valent rien," *ibid.*, 132.

this they take those large piles of Cod first dry, which it is necessary to expose to the sun two or three hours upon the beach. To transport them they are placed by lots of thirty-three Cods, which makes a hundred and thirty-two Cods, to the hundred. This is the fishermen's way of counting; because at the sale some are found spoiled and broken; of these two hundred are given for one, on account of its being refuse and unsaleable fish. If it is by weight two quintals are given for one. It is for this reason the fishermen make their hundred of a hundred and thirty-two, in order to make good at the sale, when there comes a loss which is almost inevitable.

To embark it, each takes his quarter which he carries into the barge. In lack of a barge, a boat is used. In proportion as they pass, the captain or the beach-master is there, and he places a little stone in his hat to record the number of Cod which are embarked daily. This is provided the weather is good and dry, for the Cod would spoil if it were wet, and even if it were damp.

Having been carried on board the vessel, they are placed between the two decks to be passed to those below, who arrange them upon the branches head against tail. They commence to load them either at the bow or the stern, according to the conveniency of the ship, one upon another, so many that they extend to touch the deck. And in proportion as they settle, the void is always filled up, so that the ship is full from bow to stern with the exception of the middle in front of the mainmast; this is to hold the large Gaff Cod which has been salted green.

The finest and largest of the dry fish are separated out every time the piles are spread in the sun; and they are placed in the store-room. That is where the bread or biscuit is kept as being the dryest place. That which is left of the biscuit for the return voyage is placed between decks, as is also all the rest of the drink, provisions, and the baggage of the sailors.

They take away ordinarily only one boat. They hide the others in the woods, three or four leagues or farther, wheresoever they think that persons go the least. If there is a pond somewhere they place them in that; they fill them with water and with some rocks which they place therein; and sink them so that they do not show. They hide them the best that they can in order that they may not be taken the following year by other fishermen, who carry them off from one place and another where they may have need of them.

The latter, likewise, when their fishing is finished, leave them hidden there. If two or three years later they return, they recover them; otherwise they sell them to some one else who is going to make his fishery in that place.

V

REGULATIONS IN THE DRY FISHERY

The rights granted by custom to the first arrival eventually led to difficulty. Dry fishing tended to concentrate at such points as Isle Percée, and, with permanent settlement, it became necessary to introduce elaborate regulations.

From Canadian Archives, *CIID,* II, Pt. 1, 97-101. Written 1686.

Mémoire sur l'Isle Percée

Ce lieu de l'Isle percée est le plus estimé pour la pesche du poisson sec. . . . . .

A une lieue de cette isle Percée il y a une autre isle apellée Bonaventure qui peut avoir une lieue de long sur trois de tour, il vient tous les ans dans ces deux isles plusieurs vaisseaux de France de deux à trois cent tonneaux, ou environ pour faire la pesche de la morue seiche; . . . . . .

Ceux qui y viennent le plus fréquamment sont des Bayonnois, normands, de Honfleur, et des Rochelois; ils estoient tous dans une si grande contestation lorsque Monsieur l'Intendant y passa, qu'ils estoient prets à se battre, et mesme à se canoner, mais ayant pris connoissance de leur démeslé et entendu tous les capitaines, il fit les règlemens cy-après.

Ordonnance de Monsieur de Meulles

1

Les vaisseaux venus de France pour la pesche auront les graves, galets et vignaux, préférablement aux habitans qui demeurent sur les lieux.

2

Les dits vaisseaux auront pour chaque chaloupe trois vignaux chacun de quarante brasses de long, à raison de cinq pieds par brasse sur cinq pieds et demy de large, et trois pieds pour le chemin d'entre les vignaux.

3

Deffenses à tous capitaines et autres de brusler les cabanaux, vignaux et echafaux à peine de cinquante livres d'amende aplicable à l'église du lieu.

4

Permis aux capitaines et autres qui ont fait des échafaux, de les défaire à la fin de leur pesche à cause des glaces qui les brisent et emportent à la mer, pour les mettre en botte, et les serrer en lieu ou ils ne nuisent à personne, faisant deffenses de prendre les dits échafaux en bottes sans en avoir une permission expresse du propriétaire, à peine de cent livres d'amende aplicable comme dessus, et de la restitution de pareille quantité de bois qui auroit esté prise, et ce pendant trois ans seulement.

5

Deffenses à tous capitaines et autres de prendre les chaloupes et barques des absens, ny d'y faire aucun tort à peine contre les contrevenans d'en payer le prix, et de cinquante livres d'amende, suivant l'article huit du Cod de la Marine.

6

Les vaisseaux ne pourront avoir de chaloupes qu'à proportion de leur port, à raison d'une chaloupe par vingt tonneaux, et en cas de contestation sur le port du vaisseau, on se pourvoyra par devers le capitaine amiral pour le faire jauger.

7

Permis aux habitans des lieux de déserter des terres, y faire des vignaux ou galets qui leur apartiendront et dont ils pourront disposer comme de leur propre.

8

Pareille permission est accordée aux capitaines de vaisseaux à la charge de bastir une maison et faire hiverner quelqu'un sur les lieux.

9

Lorsque quelque capitaine fera la pesche du poisson vert, aussi bien que de sec, il n'aura que deux vignaux par chaloupe, et les grandes barques passeront pour chaloupes.

10

On laissera le chemin par nous indiqué et marqué en présence des susdits capitaines pour passer charrettes et autres voitures depuis le bord de l'eau jusques aux maisons . . . . . .

Fait au havre de l'Isle Percee
le dix neuf juin mil six cent quatre vingt six.

VI

ADVANTAGES OF THE ACADIAN DRY FISHERY

By the end of the century the fishery had expanded to the point in which specialization became important. The advantages of Acadia, for example, were shown in the smaller fish suitable for drying and in the more favourable late season. On the other hand, it is significant that the French made little progress on the Atlantic coast of Nova Scotia.

From Canadian Archives, *CIIA*, CXXV, Pt. 1, 390.

Molue de l'Acadie

Mars 1698

Le poisson qui approche des terres dans le temps du fray pour se frotter dessus affin de faciliter son fray est moins gras que celuy qui se pesche sur les hauts fonds.

Monsieur de Chevry dit que le poisson de l'Acadie[16] est meilleur que celuy de la coste de Terreneuve pour France et Espagne, en ce qu'il y a de la petite molue comme à la coste de Terre Neuve, et de la grande comme celle du banc; la petite molue comme celle du petit Nort, est meilleure pour le Levant, parce qu'estant plus petite qu'aucune et sèchant plus aisément elle se gaste moins dans le transport qu'on en fait en L'orient [Levant?] que l'autre qui est plus charnue mais celles de Plaisance, de l'Isle Percee et de l'Acadie sont de mesme qualité.

A l'égard de la manière de faire sécher la molue, on la fait toujours en perfection à l'Acadie et à ces autres endroits, quand on la fait sécher sur des vignaux et ensuitte sur de la grave comme la compagnie la fait et éprouvé pendant huit ans et son poisson a

[16]This fishery began earlier and held longer than that of Newfoundland. The fish were considered to be much better, brighter, more valued, and earlier, "the lands being not so subject to ffogg and therefore better curing and drying it" (1746), Canadian Archives, *N.S.A.*, XXIX, 162.

esté vendu à la Rochelle prefférablement à tout autre ainsy qu'on le peut sçavoir.

Il y a un avantage à la coste de l'Acadie qui ne se trouve pas au petit Nort en ce que le poisson est trop petit, c'est au commencement de septembre que la saison est moins propre pour sécher, on met à l'Acadie le grand poisson au vent.

Non signe.

VII

ADVANTAGES OF A LOCAL MARKET IN THE FISHERY

At Isle Percée fish were exchanged between various nationalities in order to permit specialization in production for various markets. Such a market had not developed for Cape Breton.

From Canadian Archives, *CIIC*, VIII, 38-45.

Mémoire à Monseigneur le Comte de Pontchartrain sur l'establissement d'une colonie dans l'isle du Cap Breton,
30 *Novembre*, 1706.

Productions Extérieures de l'isle du Cap Breton

La pesche des molues se fait en deux manières, l'une avec des vaisseaux sur les bancs de Terre Neuve au large des costes de Canada, l'autre à terre et sur les bords de la mer, par la première on salle dans les vaisseaux les molues comme on les tire de la mer, ce qu'on appelle les poissons verds, qui n'est autre chose que la molue blanche dont il se fait une si grande consommation à Paris, par la seconde on fait sécher les molues sur les costes de la mer après les avoir sallées et c'est ce qu'on appelle le poisson sec ou vulgairement merluche, qui se debite par tout le monde et dont on ne fait presqu'aucun usage à Paris, faute d'en connoitre le merite. . . . . .

La pesche sèche y trouveroit aussi son avantage, comme il n'y a que le moyen et le petit poisson qui puisse sécher, il arrive souvent qu'on pesche autant de grandes molues que de petites, on a regret de jetter les grandes à la mer, on risque de les faire sécher, on consomme beaucoup de sel à les saller, parce qu'étant fort épaisses, elles pourriroient si on y épargnoit le sel, la moindre pluye, le moindre brouillard y met la corruption, et l'on est obligé de les jetter après avoir perdu beaucoup de sel et de tems à les soigner,

cela n'arriveroit plus si la pesche verte étoit sédentaire, on ne resqueroit plus de faire sécher le grand poisson, on le salleroit au verd et rien ne seroit perdu.

On en a un exemple dans la pesche qui se fait à l'Isle Percée à l'embouchure du fleuve de Saint Laurens, il y vient ordinairement sept ou huit vaisseaux en temps de paix, il y a des Basques et des Normands, les Normands ne veullent point de poisson sec, ies Basques n'en veullent point de verd, ils s'accommodent ensemble, les Normands prennent le grand poisson des Basques et les Basques recoivent des Normands deux petites molues pour une grande, ainsi tout le monde est content et cela détruit en même temps l'opinion de quelques particuliers qui prétendent que le grand poisson qui se pesche sur les costes n'est pas aussi bon que celuy du grand Banc, si cela estoit, les Normands qui sçavent leurs intérets et qui n'aportent ce poisson verd au havre que pour Paris, ne se chargeroient pas d'une marchandise dont ils ne trouveroient pas le debit, si donc les grandes molues de l'Isle Percée sont bonnes à mettre au verd, à plus forte raison celles qui se peschent dans tout le golfe de Canada, surtout autour des Isles de la Madelaine et de Brion, où elles sont communément d'une grandeur prodigieuse, fort grasse et d'une meilleur qualité. . . . . .

. . . . . on en feroit le triage au Cap Breton, l'on y tiendroit des magazins assortis de chaque qualité ou les vaisseaux trouveroient leurs charges de grandes molues vertes pour France, de petit poisson sec pour Marseille, et pour le Levant, de grand poisson sec pour l'Espagne et le Portugal, et de moyen poisson sec pour le Royaume, au lieu que jusques à présent, ces vaisseaux ont été obligez de n'emporter que ce qu'ils peschoient, et comme ils le peschoient.

VIII

A DESCRIPTION OF THE FRENCH FISHERY ON THE COAST OF NOVA SCOTIA

Each fishery had its own peculiarities of technique. In Newfoundland large boats were employed, and at Isle Percée small boats were used. Along the Atlantic coast, except at Canso, it was necessary to go farther from the shore to the outlying banks. The French found it difficult to adjust the methods of Newfoundland or of Isle Percée to the new demands. The

English from New England, on the other hand, were more thoroughly accustomed to this fishery.

From Canadian Archives, *CIID*, III, Pt. 2, 468-474.

Mémoire sur la pesche au costes de l'Acadie et la manière de la faire, 27 octobre, 1699

La pesche de la molue dans ces costes se fait d'une autre manière qu'à Plaisance ou l'on ne se sert que de biscayennes et de charois et où il n'y a proprement que quatre mois de poisson pour les pescheurs qui sont may, juin, juillet et aoust, au lieu qu'à l'Acadie surtout dans la partie de l'est, le poisson commence à donner dans le mois de mars et continue jusques à Noel avec la mesme force, le cap de sable est le fonds où il donne en prime, et il se répand ensuite dans le mois de may tout le long de la coste en tirant à l'est.

Dans le commencement de Juillet la pesche commence à changer et le poisson mord peu le jour après huit ou neuf heures du matin, ceux qui y font la pesche lèvent leurs lignes dans ce tems là et se reposent jusques à quatre et cinq heures du soir pour les reprendre jusques au lendemain à pareille heure et le poisson donne à toutes lignes, comme on ne pesche pas sur un grand fonds ils ont deux ains à chaque ligne et prennent très souvent deux molues à la fois, le poisson qui se prend à la veue de terre est moyen et bon pour le sec, celuy qui se prend sur les bancs du large est grand et bon pour le vert. On ne peut se servir en ce pays utilement des bis-cayennes et de charois, le tems que les pescheurs mettent à sortir des havres pour se rendre sur le fonds et pour rentrer le soir leurs fait perdre la moitié de leurs tems, et n'en peuvent mesme sortir si les vents viennent du large outre qu'ils ne sçauroient profiter de la saison où le poisson donne la nuit n'osant pas s'exposer a mettre dehors.

Il faut que les moindres bastimens de pesche en ce pays soient au moins de quinze à dix huit tonneaux jusques à trente, pareils à ceux que les anglois ont dans leurs costes affin que quand ils sont une fois sur le fonds ils ne reviennent point à leurs dégrats qu'ils ne soient chargés, pour cela ils portent avec eux du sel pour habiller le poisson et luy donner le sel qu'il luy faut pour n'avoir en arrivant qu'à le laver le mettre en pille et ensuite l'estendre sur les galets ou sur les vignaux.

Le sieur de Villebon passant au cap de sable dans la fin de may dernier y trouva des anglois avec des caiches de quarante tonneaux

qui avoient déjà chargé un voyage de poisson, et qui estoient prest à retourner pour le second . . . . Il ne faut dans un bastiment depuis vingt jusque à trente tonneaux que cinq hommes d'équipage, compris le maistre de grave et il est asseuré qu'un batiment s'employant bien dans sa pesche faira neuf cens à mille quintaux de poisson dans son esté, les habitans de ce pays ne le fairoient pas parce qu'ils ne sont pas assez laborieuse et que cela est d'un travail pénible mais pour les y engager et accoutumer il faudroit mesler quelques anglois avec eux qui ne demanderoient pas mieux.

On pouroit par batiment prendre un ou deux anglois experimentés, il paroit qu'il seroit de bien du service dans ces commencemens de s'en servir en ce qu'ils instruiroient ces habitans et leurs fairoient connoistre les bons fonds et les saisons où la molue donne le plus dans chaque endroit de la coste outre qu'ils ne demanderoient pas mieux de se desfaire de leurs pesches si on la vouloit.

Ils proposent de payer par batiment le mesme droit d'autre fois qui étoit de cinquante francs pour la liberté de faire du bois et de l'eau et que si on vouloit leur accorder la permission de faire des grasts qu'ils payroient une plus forte somme, sans pouvoir faire aucun commerce avec les sauvages n'y avec les sujets de Sa Majesté et qu'ils consentiroient à s'accomoder avec nous d'une partie de leur poisson . . . . . .

DE VILLEBON

IX

ADVANTAGES AND DISADVANTAGES OF THE SKIFF AND THE SHALLOP

Various types of boat were in demand at various fisheries. The relative advantages were in reference to such problems as speed and cargo.

From Canadian Archives, *CIIB*, XXIX, Pt. 2, 400-1.

Parallèle entre la chaloupe de pêche et l'esquif ponte sur le dessein qui sera dit

La chaloupe a une voilure excessive au delà des proportions.

Afin que ce batiment puisse regagner son port avec peu de vent ordinaire en été pour faire trancher sa morue sans quoy elle s'eschauferoit estant entassée et non vuidée.

Cette voileure qui la fait marcher à tres peu de vent, luy donne aussi la faculté de pouvoir aller chercher la morue plus loin.

Et dans le cas de vent elle peut réduire par des ris sa voileure à proportion de ce vent.

Mais cette ressource n'empêche pas que cette voileure ne soit extrèmement dangereuse surtout à vent arrière . . . L'esquif est un batiment beaucoup plus court, beaucoup plus large gros dans son devant, d'une construction fine et mate en goelette pouvant porter de plus un petit beaupré.

Ce batiment a au dessous de la chaloupe le désavantage de tirer de demy pied à un pied plus d'eau, du reste il a de grands avantages sur elle essentiels et décisifs.

Il marche mieux à gros vent que la chaloupe parcequ'il peut porter ses voiles toutes hautes quand la chaloupe est obligée de prendre des ris.

L'esquif peut gagner beaucoup au vent sur la chaloupe quoy que celle cy le pince un peu davantage parcequ'il vire de bord comme une toupie pour parler le langage ordinaire à ce sujet.

Au lieu que la chaloupe pour virer est obligée d'amener ses voiles et son grand mat pour changer sa voile et sa vergue, ce qui coute beaucoup de temps et de dérive.

En sorte que l'esquif en multipliant ses bords s'élève bientôt considerablement d'autant plus qu'en virant il s'élève debout dans le vent. Non signé.

X

SETTLEMENT IN NOVA SCOTIA PRIOR TO 1713

With the treaty of Utrecht, Acadia or Nova Scotia passed into the hands of the English. Settlement dependent on the development of dry fishing had been relatively small. Fishing settlements were established at Isle Percée and along the north shore to Cape Breton. Fishing along the Atlantic coast was slight, and it was largely in the hands of the English. In the Bay of Fundy cod was much less important and the high tides made available stretches of easily cultivated land. Tidal marshes were dyked and farms sprang up at favoured spots along the coast. This agricultural section became by virtue of its geographic location dependent on Boston for its supply of goods. The accessibility of Nova Scotia to New England and the importance of the fisheries to the English were factors responsible for more or less constant warfare before the final loss of Acadia to England. The following extracts throw light on the development of settlements at various points.

Le Port Rossignol

From Canadian Archives, *CIID*, II, Pt. 1, 123, "*Mémoires généraux*, 1686."

Il va tous les ans dans une isle qui est à l'entrée du Port Rossignol, des Anglois pour y faire la pesche; ils y ont fait une petite maison qui leur sert de magasin.[17]

Baye de Chibouctou, 1686

From *ibid.*, 126.

Monsieur Demeulles, Intendant de Canada, se trouvant sur le lieu y a estably trois ou quatre habitans qui prétendent y faire de fort bonnes habitations; ce lieu est considérable par la pesche de la morue seiche, parcequ'il s'y trouve des isles, couvertes de caillous plats que les pescheurs apellent galet, où ils font seicher la morue.

Beau Bassin ou Chignitou, et la Baye Vert, 1686

From *ibid.*, 110-115.

Il y a tout autour du dit Beau-Bassin une si grande quantité de prairies qu'on y pourroit nourrir cent mil bestes à corne, l'herbe qui y vient s'appelle misotte très propre pour engresser toutes sortes de bestiaux; aux deux costez des dites prairies, ce sont de douces costes, toutes couvertes de bons bois francs; on y a desja fait plus de vingt deux habitations sur de petites éminances que les habitans y ont choisy pour avoir communication dans les prairies et dans les bois, il n'y a aucun de ces habitans qui n'ait trois ou quatres corps de logis assez raisonables pour la campagne, la plus-part ont desja douze ou quinze bestes à corne et mesme vingt; dix ou douze cochons, et autant de bestes à laine. Ils ne se donnent point la peine de les faire venir dans l'estable hors deux ou trois mois de l'année et lorsqu'ils en ont affaire pour les tuer, ce qui est cause qu'ils en perdent beaucoup par les chiens sauvages qui les mangent. . . . . .

Il vient tous les ans dans ce lieu une barque angloise au mois d'avril qui leur aporte le reste de leurs petites nécessités qu'ils acheptent pour des pelleteries qu'ils ont eu des sauvages. Il s'y fait aussy de la toille de lin . . . . . .

Presque tous les estez, il vient sur ces costes au moins trois ou

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[17] "les anglois y ont eu jusqu'à trente chaloupes du tems que Monsieur Temple avoit un magasin au Port Rossignol," Canadian Archives, *CIID*, IV, Pt. 1, 204.

quatre barques de Baston qui vendent a tel prix qu'elles veulent, toutes leurs denrées aux habitans de l'Acadie. . . . . .

Les anglois de Baston se regardent comme seigneurs de toutes ces costes par la raison qu'ils y sont perpétuellement et y font tout le commerce et qu'ils sont plus aimez des habitans que les françois mesme; sans cette communication c'est presque une nécessité de les y laisser commercer, parceque les peuples de l'Acadie ne peuvent avoir aucun secours des françois à cause du grand esloignement qu'il y a de Quebec avec Baston qui est de plus de quatre cent lieues et qu'il fault presque un esté pour faire ce voyage qui causeroit trop de frais aux marchands de Quebec.

Ce commerce que les Anglois font avec les habitans de l'Acadie, leur donne lieu de faire la pesche du poisson sec dans des rades qui apartiennent au Roy de France; . . . . . .

Les bestiaux qui y sont présentement sont d'une meschante espèce qu'il faudroit changer faisant la dépense d'y en envoyer une trentaine seulement, que l'n donneroit à autant d'habitans, lesquels en vendroient une pareille quantité au bout de dix huit mois, ce que l'on donneroit encore à d'autres et de cette manière le pais seroit bientost garny de bestes à corne. Les vaches qui y sont à présent sont fort petites et ne souffrent point qu'on tire leur laict que lorsque leurs veaux les laittent, ce qui empesche que les habitans ne puissent tirer de leurs bestiaux leur provision de boeurre.

From Canadian Archives, *CIID,* X, 27-28, "Mémoires de l'Acadie, Nouvelle Angleterre, Nouvelle Hollande et Virginie par le S. de Cadillac, 1692."

De Schiguinigton . . . . . ou beaubassin, est à 22 lieues par mer des mines et à 28 du port royal . . . . . .

Les bleds n'y ont pas bien réussi, à cause que les brouillards les perdent lorsqu'ils sont en fleur. . . . . .

Ce lieu n'est pas propre pour la pesche, il est bon pour la traite des pelleteries, il y a du plastre, et du charbon de terre . . . . . .

BAYE DE CHEDABOUCTOU

From Canadian Archives, *CIID,* II, Pt. 1, 127, "Mémoires généraux, 1686."

Dans le fond de cette baye de Çhedabouctou est un establissement[18] que quelques particuliers ont fait pour la pesche sédentaire;

[18]"Sa Majesté l'a concède à ces Mssrs. de la Compagnie qui y avoint établi une pesche sédentaire qui se seroit rendue par les suittes considérable, mais la guerre des Anglois voisins a gaté leur bourse et leur projet." *Mémoires de l'Acadie,* 1692.

ou ils ont basty une maison qui consiste en plusieurs corps de logis. Ils font toute leur pesche entre les isles de Canceaux à une ou deux lieues au large. Ils font venir de France tous les ans un navire qu'on apelle le St. Louis qui y arrive d'ordinaire dans le mois de may et s'en retourne au mois de septembre. . . . . .

De la Riviere St. Jean

From Canadian Archives, *CIID,* X, 31, "Mémoires de l'Acadie, 1692."

Une seulle chose est à regreter, c'est que dans les plus beaus endroits ou le pais est plats, il se trouve inondé à tous les printems au degel, et cette inondation est de longue durée. . . . . .

Le Port Royal

From Canadian Archives, *CIID,* II, Pt. 1, 119, "Mémoires generaux, 1686."

Il y a quelques habitans dans ce lieu; mais la plus grande partie est sur une rivière qui aproche de la baye des Mines; cette rivière est continue à ce bassin du Port Royal et fort utile par la quantité de bonnes terres qui s'y trouvent dont les habitants ont defrichez une bonne partie pour leur subsistance; . . . . . .

From Canadian Archives, *CIID,* X, 21-26, "Mémoires de l'Acadie, 1692."

Comme le port royal est le lieu ou les gouverneurs résident et que c'est le mieux habité, il est iuste d'en parler au commencement. Ce lieu est environé de montaignes sont a pic, au bas desquelles il y a un petit vallon d'une lieue de largeur et de sept lieues de longueur, ou il n'y a que de praireries de chaque costé de la rivière, qui sont inondées par les marées, les habitans ont fait des levées, des digues, et chaussées, affin que l'eau sallé ni puisse entrer, ils les laissent dessécher pendant deux ans, au bout de ce tems là, ils rompent et labourent ces terres ou marois, dans lesquels tout ce qu'on y sème y vient merveilleusement bien, sans qu'il soit besoin d'y mettre jamais du fumier; il est aisé de voir que les pacages y sont beaux.

Comme la paume de la main iusques à la montaigne, c'est à dire une demi lieue sur laquelle les bêtes à laine s'engraissent extrémement à cause de la quantité du serpolet quelle produit . . . . .

Il y a un moulin à vent, deux à eau,[19] et un à scier des planches, mais il est négligé; à cause qu'on n'en trouve pas le debit. Les

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[19]In 1699 Port Royal had "deux moulins à seie . . . . et quatre moulins à eau pour le bled"; 1712, 100 heads of families or 700 people; 1748, 200 houses.

planches qu'on y fait comunément sont de sapin, on peut les faire de l'épaisseur, de la largeur, et de la longueur qu'on veut, à cause de la grosseur et de la hauteur des arbres, on en peut faire de merisier, c'est le plus beau bois qu'il y ait, et le n'en ay pas veu de si beau en France, il est un peu pesant, mais aussi il est d'une grande durée, le chesne y est asses rare; ce n'est pas qu'on n'en puisse trouver pour faire quelque barque et plusieurs chaloupes, il y a aussi des matures depuis douze iusqu'à vingquattre et 30 pouces . . . . . Le vin, l'eau de vie, les étoffes, les toilles, les armes, la poudre, le plomb, &c s'y débitent fort bien, les habitans payent en argent, en castor, pelleteries, ou poisson sec. . . . . .

From Canadian Archives, *CIID*, III, Pt. 2, 504-505.

27 avril 1699

Que plus de la moitie desd. habitans des habitations du port royal, les mines et Beau Bassin et autres habitans des autres endroits particuliers étoient sans bled ny farine à cause de la mauvaise récolte des bleds et pois de l'année dernière, et qu'il est mesme absolument nécessaire d'avoir des vivres pour nostre garnison.

LE CHEVALIER DE VILLEBON
DE GOUTIN

From Canadian Archives, *CIID*, III, Pt. 2, 437-441.

27 octobre 1699

Il n'y a dans ce lieu [Port Royal?] aucune pesche de molue à y faire, les habitans peuvent seulement profiter dans l'esté de l'alose et de la gatte qui vient en une asses grande quantité avec un espèce de harang que l'on nomme gasparo pour qu'ils en puissent tous faire leurs provisions: En récompense ils ont des terres très avantageuses pour les grains qu'ils en retirent comme bled, froment, seigle, pois et avoine avec toutes sortes de légumes et cela en abondance.

S'ils estoient aussy laborieux que le sont les habitans de Canada ils deviendroient fort aisés en peu de temps, mais ils ne travaillent la plus part qu'autant qu'il est absolument nécessaire pour l'entretien de leurs familles; pour les femmes, elles sont dans une continuelle action et la plus part d'elles entretiennent leurs maris et leurs enfans —d'estoffe de toile et des bas qu'elles font elles mesmes avec beaucoup d'adresse, par le chanvre qu'elles sèment et la laine quelles tirent de leurs brebis et qui est d'une très bon use.

Il y a encore audessus des Mines environ dix huit lieues un establissement de huit ou dix habitans qui ont levé des marais depuis deux ans, et qui y ont cette année de fort beau bled, il y a encore dans cet endroit des emplacements pour un mesme nombre de familles.

Les habitans font la pesche de la molue pour leurs provisions, il y a aussy de petites rivières dans le bassin qui donnent beaucoup de poissons comme Cars, aloses, gattes, sardines, gasparo et plye dont les habitans prennent quantité en barrant les rivières avec des claves, et le poisson se trouve renfermé à marée basse.

From Canadian Archives, *CIID*, V, 279-280.

Le 22 xbre, 1706

En bled et poix que j'ay vendu aux habitans, qui voyent plus que jamais la nécessite qu'il y a de s'attacher aux terres hauttes et s'ils l'avoient fait d'abord et qu'ils y eussent autant travaillé qu'aux marais ils seroient incomparablement plus avancée et n'auroient pas estè sujets aux inconvénients qui arrivent aux marais, la marée fut sy grande le cinq de novembre dernier qu'elle a entré dans tous ceux du pays sans exception, ce qui ne s'estoit veu de mémoire d'hommes cela les détermine à songer aux terres hauttes, ils connoissent à present qu'en abandonnant les marais ils produiront du foin qui leur donneroit lieu d'augmenter leurs bestiaux par le nombre et d'avoir du fumier pour les terres hautes.

Au Port Royal. De Goutins

From Canadian Archives, *CIID*, VI, 380.

Au Port Royal de l'Acadie
le 29 Decembre 1708

J'ay déjà eu l'honneur de dire à vostre Grandeur qu'une prise faite par 'la Venus' qui est arrivée icy tire le pays des grands besoins qu'il avoit à l'exception des marmites de fer et chaudières de cuivre si nécessaires à la vie et pour nourrir les cochons l'hyver qui ne vivent en ce pays que de choux bouilles.

De Goutins

Des Mines

From Canadian Archives, *CIID*, IV, Pt. 1, 218, "Mémoire des costes de l'Acadie, 12 Octobre, 1701."

Ce que l'on apelle les Mines est un grand bassin qui a bien vingt

cinq à trente lieues de tour, dans lequel il tombe plusieurs rivières bordées de belle pré des deux bors, c'est dans le haut de ces rivières que soixante et dix habitans seront habités, il n'y en a aucun qui ait travaillé a la terre haute jusqu'à présent, ils n'ont fait que des marais qui leur raporte les premières années asses de blé, mais après vingt années de raport elle diminue beaucoup quoy qu'on la laisse après reposer plusieurs années elle ne se rabouy point, jamais ils ne les fume, ils laissent perdre leurs fumiers dans leur cour plus tost que de les porter dans leur terre. . . . . .

DESCRIPTION DE LA HAIVE

From Canadian Archives, *CIID,* II, Pt. 1, 124, "Mémoires généraux, 1686."

Ce lieu a toujours esté considéré par les Anglois et on y a veu jusques à douze et quinze gros vaisseaux faisant la pesche de la morue seiche. Il y a des habitans au nombre de trois ou quatre qui ont commancez des habitations assez raisonables. . . . . .

Il y a encore une autre rivière a demye lieue de là que l'on apelle la petite Rivière de la Haive, ou il y a quelques habitans qui y vivent assez doucement, la pluspart songent peu à faire valoir leurs terres, ne s'attachant qu'à la traitte des pelteries avec les sauvages, qu'ils échangent ensuitte avec les Anglois qui les viennent voir tous les ans et leurs aportent toutes leurs nécessités. Cette traitte a quelque douceur en apparence, mais elle causera toujours la perte du pais, parcequ'elle rend les habitans fénéants qui trouvent avec ces pelteries des farines et du biscuit qu'on leur aporte, au lieu de défricher des terres pour en tirer de bon grain; ce qui les attache peu au pais; n'estant point accoutumez au travail pour peu que le commerce des pelteries cesse, ils quittent le pais et se retirent aux Anglois.

Tous les habitans de ces cantons là aiment la pesche, et principalement ceux de la Haive; mais ayant esté pillez plusieurs fois, et ne trouvant point le débit de leur poisson, ils ne s'y attachent plus.

DE LE HEVE

From Canadian Archives, *CIID,* IV, Pt. 11, 209, "Mémoire des costes, 1701."

La plus grande partie des pomiers qui ont esté plantes du temps de monsieur le commandeur de Rasily y sont encore et aporte du fruit tous les ans, j'en ay bien de sidre cette année. . . . . .

AGRICULTURAL BEGINNINGS

From Lescarbot, *History of New France* (Toronto, 1914), III, 226, 246-7; II, 343. About 1607.

Yet it is well to say here, that our French domestic animals prosper very well in those parts. We had hogs which multiplied abundantly; and although they had a stye, they lay abroad, even in the snow and during the frost. We had but one sheep, which enjoyed the best possible health, although he was not shut up at night, but was in the midst of our yard in winter time. M. de Poutrincourt had him twice shorn, and the wool of the second year was reckoned in France two sous a pound better than that of the first. We had no other domestic animals save hens and pigeons, which failed not to yeild the accustomed tribute, and to multiply abundantly. - -

We have made trial of it, and have taken pleasure therein, which was never done by all that have gone before us, whether in Brazil or Florida or Canada. God blessed our labours, and gave us fair wheat, rye, barley, oats, peas, beans, hemp, turnips, and garden herbs; and this so plentifully, that the rye was as tall as the tallest man that may be seen, and we feared that this height would hinder it from bringing forth seed; but it had fructified so well, that one French grain sowed there yielded such ears of corn that, by the testimony of my lord the Chancellor, neither the island of Sicily nor the country of Beauce yield anything fairer. I sowed wheat without allowing my land to remain fallow, and without dunging it at all; and nevertheless it grew up in as fair perfection as the fairest wheat in France, although the corn and all that we sowed was over a year old. But the new corn which the said M. de Poutrincourt sowed before his departure grew up so beautiful that I am filled full of admiration, when I judge by the report of those that went there a year after our departure. Whereupon I will relate a matter of mine own, that in the month of April in the year 1607, having sown too thick and too near one another some grains of the rye that was gathered at St. Croix (the first dwelling of M. de Monts, some twenty-five leagues from Port Royal), they multiplied so abundantly that they choked one another, and did not come to perfection.

But as for the improved ground, whereon had been placed hogs' dung, or the sweepings of the kitchen, or the shells of fish, I would

not believe, had I not seen it, the excessive splendour of the plants that it produced, each after his kind. Yea, the son of the said M. de Poutrincourt, a young gentleman of great promise, having sown orange and lemon seeds in his garden, in three months there sprang up plants a foot high. . . . . .

I have already said that we had abundance of game, such as ducks, bustards, grey and white geese, partridges, larks, and other birds; moreover, moose, caribou, beaver, otter, bear, rabbits, wild-cats (or leopards), nibaches, and other animals, such as the savages caught, whereof, we made dishes well worth those of the cook-shop in the Rue aux Ours, and far more; for all our meats none is so tender as moose-meat (whereof we also made excellent pasties), and nothing so delicate as beaver's tail. Yea, sometimes we had half-a-dozen sturgeon at once, which the savages brought us, part of which we bought, and allowed them to sell the remainder publicly and to barter it for bread, of which our men had abundance. As for the ordinary rations brought from France, they were distributed equally to great and small alike; and, as we have said, the wine was served in like manner.

GENERAL DESCRIPTIONS

A

La Cadie

From Canadian Archives, *CIID,* II, Pt. 1, 2-3, "Description abrégée des lieux habites de la Coste d'Accadie, par le Sr. Bauregard, 1686."

La dite coste depuis les isles de Cansçaux jusques au capes de sable a plusieurs ports considérables, de belles rivières et particullièrement Chedabouctou, Chiboutou, la Hève et le port Latour, au capes de Sable la mer est extrèmement fertille en poisson dans toutte cette ètendue et les establissements pour la pesche plus faciles et plus convenables qu'en aucuns autres endroits de toute l'Acadie. . . . . L'établissement de la Hève a esté abondonné par le sieur de la Mothe d'Aulne, successeur du dit sieur de Razily, et toutte cette coste n'a présentement que trois habitations dont la plus forte n'a pas plus de trois familles et de celle de Pouboncour autrement Latour 6 lieux de capes sables où il y a cinq familles composées de 18 personnes à la rezerve des établissements de la

compagnie quy dans cette année doit commancer à en faire à Chibouctou et à la Hève.

Il y a aparence que la bienséance du bassin du port Royal a servy de motif à l'établissement quy a esté fait à la bourgade quy est la partie la plus réunie de toutte la collonie avecq les habitans quy en dépendent au nombre de 70 familles respendues dans cinq ou 6 lieux de pays quy conpose 500 personnes.

Il s'est formé à l'endroit appellé les mines dans l'un des trois bassins le plus sud quy sont au fond de la baye françoise des habitations de la jeunesse du port royal au nombre de 150 personnes il y a une habitation appellé beau-bassin, quy est au seigneur de la Vallière presque au milieu de l'ysme quy séparre le golphe de Saint Laurens de la baye françoise, séparée seulement d'une lieux de terre dans un pays bas sans roche et très facille à couper où il y a 20 familles fesant nombre de 120 personnes.

Les bords de la baye françoise du costé du sud ne sont point habittés, et ne sont point praticables, mais à la partie du nord il y a quelque habitation commancent par la rivière de Saint Jean, quy est navigable environ 50 lieux dans les terres il y a trois familles à l'entrée composées de 12 personnes, on peut par cette rivière avoir communication au fleuve Saint Laurent vis à vis Tadousac 18 lieux de cette rivière tirant devers la Nouvelle Engleterre est celle de Sainte Croix quy peut devenir considérable avecq 1 familles conposé de 20 personnes.

Huit lieux à ouest N O delle est Megesse avec 12 personnes à l'isle appellé Archimagan 6 lieux plus est que Pantagouet, sont deux familles composées de 6 personnes. . . . . .

B

From Canadian Archives, *CIID*, II, Pt. 1, 187-215.

Mémoire du Sieur Meneval, Gouverneur de la Cadie, touchant les Affaires de cette Province pour l'année, 1688.

Les plus nécessaires de ses ouvriers sont quelques charpentiers, charon, menuisier, sieurs de long pour faire des planches, gens à faire du bardaux à couvrir les maisons, forgerons, serrurier cloutier, masson, faiseur de briques, boulanger, gens qui sachent travailler au gazon, d'autres pour faire des estofes, cordoniers, faiseurs de bas, car on peu conter qu'il n'y a presque point du tout de touttes ses sortes d'ouvriers qui sont absolument nécessaire pour faire des

ouvrages et travaux, nous aurions aussy grand besoing d'un canonier. . . . . .

Ils n'ont par saisse d'y venir pescher cette année au nombre à ce qu'on m'a dit, de plus de 60 quaiches. Ils ne font à la vérité point seicher leur poisson à terre et l'emportent aux costes d'Angleterre pour cela lorsqu'ils en ont asses et font ainsy plusieurs voyages pendant l'esté mais ils viennent dans les havres tous les samedis soubs prétexte de faire de l'eau et du bois, ou de s'y retirer forces par le gros temps, et ils y habillent leur poisson, ce qui est plus préjudiciable que s'ils le faisoient en mer sur les fonds; ils ont eu à ce qu'on m'a dit un vaisseau de guerre tout cet esté à la coste pour les escorter. Tous ses pescheurs Anglois prétendent pouvoir ainsy faire et continuer leur pesche, et il est bon que par le traitte qu'on va faire on explique s'ils le peuvent faire et à quelle distance de la coste.

Je croy avec quelqu'aparence que le grand travail qu'il y a d'abattre les bois et desfricher leur fait peur, outre que n'ayant point de gens pour leur ayder, peu de bestiaux pour faire du fumier qui y est absolument nécessaire les empesche de l'entreprendre et les fait jetter aux terres de marais le long des rivières ou quoy que les travaux soient grands pour faire des levées ils l'entreprennent plus volontiers trouvant plus de certitude à recueillir lorsqu'ils ont semé outre que les terres portent presque tous les ans si les grandes marées ne les en empeschent ce qui arrive quelques fois cela est cause qu'ils font leurs habitations si esloignées les unes des autres pour se prévaloir de ses morceaux de marais qui sont en petite quantité; . . . . . .

. . . . . C'est ainsy que les mines à 20 lieues d'icy où il y a à présent 25 ou 30 habitans s'est formé depuis six ans des jeunes gens du Port Royal, ou ils ne pouvoient plus vivre mais ils sont comme ceux cy fort dispersès les uns des autres dans l'estendue de cinq ou six lieues, l'avantage qu'ils trouvent encore à s'establir sur les bords des rivières c'est qu'elles leur servent à se communiquer les les uns les autres par le moyen de leurs petits canots de bois d'une pièce dont ils se servent, outre que tout le pays estant couvert de bois s'ils y faisoient des habitations plus avant dans les terres il faudroit desfricher un grand espace autour de leurs maisons et des terres ou ils sèmeroient du bled tant pour avoir de l'air que pour esloigner les bestes sauvages qui sans cela ruineroient leurs bestiaux,

et cela est un travail qui leur fait peur au peu de monde qu'ils sont. . . . . .

. . . . mais il est si dificile d'avoir de communication aveq luy, mesmes par lettres que je ne say quand je le pouray, et outre cela, la navigation est une chose si difficile d'icy à Quebeq qu'on auroit plus aisément des secours de France que de là. . . . . .

De Meneval

Au Port Royal
Le 24 septembre, 1688.

C

From Canadian Archives, *CIID,* III, Pt. 2, 512-517. Written 1699.

Sur le Commerce de France icy

Il m'a toujours paru depuis que je suis en ce pays que les prestres sont directement opposez aux interests de la compagnie de qui le crédit leur font ombrage, ils tachent de persuader aux habitans que le leur peut procurer tous les avantages qu'ils souhaiteront ceux qui ont desservy les églises du Port Royal, les Mines, Beaubassin et la mission de Pentagoet ont pris depuis la guerre un air d'indépendance dont ils auront bien de la peine à se deffaire dans la suitte, il est très certain qu'ils ne craignent rien tant que l'authorité et qu'ils mettront tout en usage pour l'esloigner, ils s'attachent particulièrement à maintenir le commerce des anglois en ce pays tant à cause des avantages qu'ils en tirent en leur particulier par les présens qu'ils en recoivent pour engager l'habitant à ce commerce que pour en esloigner la compagnie qu'ils voudroient rendre odieuse en persuadant aux habitans qu'elle leur vend les marchandises à un prix exorbitant et que la pluspart du tems elle ne leur fournit pas la moitié de ce dont ils ont besoin. . . . . .

Toutes celles qui se sont trouvées à Pentagoet, le Port Royal, les Mines et Beau Bassin dans tous lesquels endroits Monsieur de Bonnaventure a débité de plusieurs sortes de toilles de fil et de coton, de l'eau de vie, des espingles, éguilles, fichus, rubans, padoux et autres marchandises les plus propres en ce pays pour lesquelles il ne prenoit que des martres, renards, pécans, loutres, loups cerviers et autres menues pelleteries. . . . . .

. . . . . Les batimens qui viennent icy et qui s'en retournent à faux fret pouroit emporter du bois propre à faire des espavres des petits mats, vergues et jumelles, bouts, hors debouts de vergue et de bon-

nettes en estuets et des manches de gaffes et de harpon. . . . . .

Fait au bas de la rivière St. Jean, le 21 juin, 1699.

THIBIERGE

D

From Canadian Archives, *CIID,* IV, Pt. 1, 179-180, "Mémoire des costes."

12 octobre 1701

La première année que l'on sème dans ces marais le blé y vient bien, mais au bout de quinze ou vint années elle se lasse et n'aporte plus qu'avec peine, cette bonne terre se mange et il ne reste plus que de petites rasines qui n'ont point de norriture, pour le grain dans les vieux marais quand l'année est pluvieuse il y vient tant de gersan que cela étouffe le blé entièrement, tous les habitants de ce pays font leurs grains dans les marais qui sont fors sujets aux ynondations par les grandes marées et quand elle a monté dedans, il faut après cela quatre ans à les désaler avant que d'y pouvoir semer aucun grain, ce qui fait qu'il est souvent rare dans le pays.

Toutes les terres labourées de l'Acadie sont de mesme et sujettes à ces inondations, il y a plusieurs habitans rebuté de ces accidans qui sème présentment du blé et du seigle dans les terres hautes qui produit bien pourveu qu'elle soit fumiée tous les ans; les prés à fauche sont de diférentes herbes, il y en a bien le tiers de mijotte comme celle des environs de la Rochelle, le reste est de grau foin long de trois à quatre pieds quoy que un peu gros, les bestieaux le mangent fort bien, ce qu'il y a de mauvais de ces prés, c'est qu'on ne les fauche qu'une fois en deux ans, quand on les fauche deux années de suitte il n'y vient presque rien.

E

From Canadian Archives, *CIID,* X, 110-116.

Mémoire au sujet de l'Acadie vers le mois de mars 1712

D'ailleurs tous les principaux havres, depuis Canceaux, jusqu' au Cap de Sable ne sont jamais fermés l'hiver, par La gelée, en telle manière, qu'en toutte saison on y peut entrer facillement Ce qui n'est pas dans les autres havres de Canadas.

Cet article est un des plus importants et des plus utiles pour La Navigation et le Commerce. En ce que les vaisseaux qui viennent des Isles, ou de terre ferme de l'Amérique, et qui sont obligés,

pour prendre les vents, d'aprocher de ces parages . . . . . La richesse consiste, entre autre chose, à une pesche inépuisable de molue, qui se fait hiver et esté depuis le Cap de Canseau jusqu'au Cap de Sable . . . . . .

Il y a encore une pesche extraimement abondante, dans leurs saisons de Saumont, de Bar, D'Alose, de haren et de macreau. . . .

Tous ces poissons sont propres à saller, ou à fumer et à porter en Europe, ou aux Isles et pays de l'Amérique, où ils se vendent très avantageusement. . . . . .

Il s'y tue dans de certains endroits et en certaines saisons quantité de loups marins, qui rendent beaucoup d'huile à brusler et des peaux propres à estre tannées pour la chaussure. . . . . .

Un autre plus grand avantage, c'est qu'un navire peut faire facillement deux voiages par an, de France à l'Accadie, et de là faire le voiage des Isles de l'Amerique, ce qui donneroit un tres grand profit, et feroit que les vaisseaux et les matelots seroyent touiours occupés. . . . . .

Il y avoit encore plusieurs particuliers, qui commansoyent et continuoyent des établicements dans la Baye françoise; mais dès le commancement de la présente guerre, les anglois les ont enlevés.

Il y a aussy quelques familles au cap de sable et à la Haive. L'Acadie a esté établie casy aussitost que le Canada, mais comme elle fut concédée par sa maiesté à des gentilshommes riches, à titre de fief et seigneurie, qui promirent de garnir d'habitans l'espace que estoit donnée à chacun d'eux; on leur en départit à chacun quarante et cinquante lieux et même plus sur le bord de la mer. Ces propriétaires au lieu de faire travailler à la culture de la terre, à la pesche, aux manufactures, et à etablir des habitans, s'attachèrent uniquement à la traite des pelteries avec les sauvages, parce qu'ils y trouvoyent un guain considérable et facille. Comme ils avoyent par leurs concessions le privilège de ce commerce, exclusif à tous autres, dans l'estendue de leurs concessions; sous prétexte que leurs voisins avoyent envoyé trafiquer avec les sauvages sur leurs terres; ils se lissancièrent d'en tirer raison par la voye des armes, comme en pleine guerre prenant les navires, assiégeant et prenant les forts, tuant leurs compatriotes et les faisant prisoniers. . . . . Outre cette mauvais conduitte, plusieurs guerres déclarées entre la France et l'Angleterre ont encore ruiné les établicements de l'Accadie. . . . . .

F

CAPE BRETON

From Canadian Archives, *CIIB,* I, Pt. 2, 652-660, 670.

Memoire sur l'isle Royale sans lieu 1718

. . . . . Le havre du Port Dauphin peut contenir plus de deux cents vaisseaux . . . . . mais il n'y a point de morue proche le port et on ne la peut faire en batteau qu'à sept et huit lieues au large, il y a d'ailleurs cet inconvénient qu'elle se brusle par la grave plustost que de sècher parce que le soleil y est très vif à cause des montaignes qui en ostent tout l'air. . . . . .

COMMERCE

Par arrest du . . . . le Roy a accordé pendant dix ans une exemption de tous droits pour les morues sèches et huiles qui proviendroient de la pesche de l'Isle Royalle, afin d'encourager les habitans à la faire.

Il y a des années que la pesche n'est pas abondante, le gouverneur et le commissaire ordonnateur donnent les concessions des graves de mesme que les concessions des terres et ont aussy pourvoir d'en regler les bornes, mais ils ne peuvent accorder des terres en seigneuries, Sa Majesté ne voulant point qu'il y ait d'autre seigneur qu'Elle dans cette Isle, elle y donne seulement des habitations de deux trois et quatre arpens de front sur quarante ou soixante arpens de profondeur. . . . . .

Recensement fait en 1718 des habitans establis a l'Isle Royale

	habitans	femmes	enfants	Hommes
Louisbourg	69	50	142	372
La Ballaine	13	10	26	176
Au Scataris	21	15	39	323
Au Barachois ..... du St. Esprit.....	4	2	6	40
Au Port Toulouse et petit degré	35	27	95	142
Au Port Dauphin	18	17	32	66
	160	121	340	1119

Total des ames 1790

EFFECTS OF WAR[20]

Difficulties in Acadia

From Canadian Archives, *CIID,* III, Pt. 2, 549. Written about 1699.

Ce qui a empesché jusqu'à présent l'establissement solide de ce pays, c'est qu'il n'y a aucune retraite ny pour les habitans ny pour les vaisseaux qui peuvent y aller, en temps de guerre les anglois n'ont qu'à y aller pour en estre les maistres et en pleine paix les habitans sont tous les jours exposez aux insultes des forbans . . . .

Effects on provision supply

From Canadian Archives, *CIID,* VI, 102-114.

Extrait des lettres de l'Acadie 1708. *Monsieur de Subercase* 20*ed.* 25 Decembre 1707

Il est certain que sans les farines qu'il a aporté de Plaisance et sans un bastiment chargé de vivres qu'un filibustier a amené au Port Royal l'Acadie seroit présentement aux Anglois . . . . . .

Il a envoyé à Rochefort quelques barques de ce charbon pour en faire voir la qualité. . . . . .

Il a esté obligé dans la première attaque des anglois de faire tuer une grande quantité de boeufs et de vaches appartenant aux habitans de peur que les ennemis n'en profitassent.

non signé

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[20]For a description of the numerous wars in which Nova Scotia and Cape Breton were involved, see J. B. Brebner, *New England's outpost, Acadia before the conquest of Canada* (New York, 1927).

THE FRENCH FISHERIES 1713-1763

With the loss of Nova Scotia in 1713, the French fishery was limited to Cape Breton and the Gulf of St. Lawrence. It was reorganized around the base established at Louisbourg. The concentration of the fishery and the comparatively large population engaged in it made necessary a high degree of specialization in the production of supplies and provisions. On the other hand specialization was restricted by the severe fluctuations of the industry and by the constant warfare which characterized the period. Problems of labour and of trade were incidental to the difficulties of developing a well balanced organization. Supplies were obtained in part from Quebec, but much more largely from English territory in Nova Scotia and New England. The trade at Louisbourg and Canso was concerned with goods from the West Indies, France, New England, Nova Scotia, and Quebec. The adaptability of the fishery to the mercantile policy was of prime importance as a stimulus to continued war between France and England and New England. The naval supremacy of England eventually occasioned the loss of Cape Breton, of the fisheries, and indeed of Canada.

FRENCH FISHERIES 1713 TO 1763

XI

EXTENT OF THE FRENCH FISHERIES AFTER 1713

As a result of the Treaty of Utrecht the French were obliged to withdraw from Plaisance in Newfoundland and from Acadia or what is now Nova Scotia, and their fisheries were more closely concentrated.

From Canadian Archives, *CIIA,* CXXII, 255-256. Written 1723.

Mémoire sur la Pêche et la Chasse au Canada

Reponce aux demandes de la pesche des morues dans le golfe St-Laurens à commancer à l'ouest de l'isle Royalle où les mourues n'entrent ou du moins ne se font sentir que vers le vingt et vingt-quatre du mois de juin où elles sont attirées par la grande quantité de harengs qui y entrent et montent jusques à Maten où se trouve le dernier fonds en montent le fleuve où les morues se sont fait sentir et du costé du nort du fleuve depuis Mahingan ou pointe de l'isle d'Anticostie jusques à Bellisle passant par Labrador.

Les ports ou havres[1] où les vaisseaux vont en pesche pour faire

[1] "L'expérience en decide, de tems immémorial, les vaisseaux ont fait la pesche sur lles costes du cap Breton, le Forillon, l'Isle Plate, l'Indiane Niganiche, Achpe, le Chadie, Canceaux, le Havre à l'Anglois et la Balaine qui en dépendent, ne sont jamais sans vaisseaux en temps de paix." See "Mémoiré . . . . . sur l'établissement d'une colonie dans l'isle du Cap Breton, 30 novembre, 1706," Canadian Archives, *CIIC,* VIII, 39.

"La pesche est assurée et continuelle au cap Breton depuis le mois d'Avril jusqu'à la fin d'Octobre, elle est incertaine et passagère à la Hève et sur toute la côte de l'Acadie, c'est un fait décidé par l'expérience, les ports du Cap Breton ne sont jamais sans vaisseaux pescheurs pendant la paix, on n'a point de connaissance qu'il en vienne à la Hève ny aux environs, la douceur de climat est plus contraire que favorable à la pesche, le poisson se corrompt dans les chaleurs, if faut des vents frais pour les sécher," *ibid.,* 63. This anonymous document is printed in full in J. S. McLennan, *Louisburg from its foundation to its fall,* 1713-1785, (London, 1918), 23-31 and is well worth careful study. In Lescarbot's time fishing was concentrated at English Harbour, Canso, outside the gulf and at Chaleur Bay, Tracadie, Miramichi and Codfish Bay in the gulf. M. Lescarbot, *History of New France* (Toronto, 1914), III, 24-26. For a map the fishing areas see Nicholas Denys, *Description and natural history of the coasts of North America (Acadia),* (Toronto, 1908).

de la morue sallée en sec sont Labrador, porte chois et ses continens, à la bande du sud est l'isle St-Jean dèpuis quatre ans conue pour une des plus abondantes pesche de tout le golfe, en montent ensuitte est la baye des Chaleurs où il y a deux ports pour les vesseaux qui sont Caraques et le port Daniel et Pabo pour de petits batimens.

Remontent plus avant à l'enboucheure de la baye des Chaleurs est l'isle de Bonne Avanture, l'isle Persée[2] et la baye de Gaspé.

En remontant le long de la coste où se font les pesches et où il ne peut entrer que de petits batimens à la faveur des hautes mers sont la rivière au Renard, le grand et petit Estang, la revière de la Magdelaine, le mont Louis Ste-Anne près du Cap Chat et Maten qui est le dernier et où l'on ne pesche presque point faute de havre comode.

XII

ADVANTAGES OF LOUISBURG AS A NEW BASE

From Canadian Archives, *CIIB,* I, Pt. 2, 372-374.

A Versailles
le 25 fevrier, 1715

L'ètablissement de l'Isle Royalle a été jugê absolument nécessaire l'année dernière pour procurer à la France une pêche sédentaire de morue, y placer les habitans de Plaisance, des Isle de Saint Pierre et de l'Acaddie et procurer aux vaisseaux qui viennent de long cours une relache assurée proche le grand banc qu'il faut nécessairement qu'ils aillent chercher afin de profiter des vents d'ouest qui y rêgnent et qui les ramennent en France.

La pesche de la morue qui y est tres abondante procurera des biens infinis au Royaume, non seulement par le débit de cette denrée, mais encore par la quantité de matelots qu'elle entretiendra pour le commerce, cette pesche en produira aussy tous les ans de nouveaux, c'est elle qui fait les bons matelots parce qu'elle se

[2]Lahontan notes the inconveniences of this island—the ships must "have good anchors and strong cables," and the place "affords neither gravel nor flint-stones to stretch out the fish upon before the sun, and that the fishermen are forced to make use of a sort of hurdles," Lahontan, *New Voyages to North America,* edited by R. G. Thwaites (Chicago, 1905), I, 305-6.

fait avec travail et difficulté, elle ne les distrait point, se faisant dans un pays qui n'est pas sujet aux maladies, les navires s'y conservent parce que le climat est plustost froid que chaud. . . . . .

Louisbourg, où toute la garnison de Plaisance, celle de l'Acadie et les habitans de Plaisance sont présentement, est un bon port d'une tenue par huit brasses d'eau à couvert de tous les vents et qui peut contenir plus de trois cents navires.

Le vent s'y trouve traversier sy bien qu'on peut entrer et sortir tous les jours.

On ne peut mouiller à couvert devant ce port ce qui fait qu'il ne peut point estre bloqué par les vaisseaux ennemis pendant la guerre.

Il est le mieux placé de tous les ports de l'Isle pour servir de relache aux vaisseaux qui viendront de long cours.

Un port dans ces parages est absolument nécessaire à la France, elle n'en a plus dans ces parages depuis la cession de Plaisance et de l'Acadie.

Louisbourg est scitué dans une des costes les plus poissonneuses, la pesche s'y fait en chaloupe à demie lieu du port.

Non signé.

XIII

GROWTH OF THE FISHERIES

From Canadian Archives, *N.S.A.*, XXIII, 175.

State of the strength, trade and fishery of Cape Breton, 1735.

There has been this year in the harbour of Louisburg[3] twenty-eight merchant ships and at the severall harbours of the Island twenty more from 100 to 300 Tons each to load fish.

There are by computation fifty sloops and schooners that belong to the Island who fish on the Banks and make about 500 Quintals of Fish each besides 400 shallops belonging to the severall harbours who make as is judged 250 each.

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[3]In 1738, there were 50 merchants' ships at Louisburg and 35 or 40 at other harbours. "Several English, Scotch and Irish sailors are in their merchant service," *ibid.*, XXIV, 193. Statistics as to population, fishing equipment, and other details for the various ports of Ile Royale may be found in J. S. McLennan, *op.cit.*, 371-379, 382; and also, "A computation of the French fishery as it was managed before the present war, endorsed July 10, 1745," *ibid.*, 380-381.

CAPE BRETON IN 1736

From Canadian Archives, *N.S.A.*, XXV, 154-158. Written 1736.

There are about three hundred inhabitants, [Louisburg] and their fishery is carried on in Boats called shallops, Burthen five or six tons, and are occupied by three men, these men generally come from France in the spring and return in the Fall, during which time they catch about three hundred quintals of fish to a boat of which they have about fifty or sixty. The men draw one third of the fish for their labour, and the owners draw the other two thirds for the Expence and outset. Besides this boat fishery, there's a fishery carried on by ships from France, who come there in the spring of the year with crews, to fit out sloops and scooners, which they buy from the New England people, of which they have about thirty in Number that fish upon the Banks, and catch about seven or eight hundred quintals to a vessel, which they cure at Louisbourgh and carry to France and at their arrival there, the men are allowed the one fifth Fish for their labour.

The Island is quite Baron, so that they depend chiefly upon our neighbouring Colonies for their supplys who trade with them for Rum and Molassoes.

Five Leagues West South West from Louisbourgh lies a Harbour called Fow-chet, fit only for Boats of which they have twenty and carry their Fish to Louisbourgh when its cured for Sale.

Five Leagues from thence lies another Harbour called St. Esprit where they have about one hundred Inhabitants and twenty Boats, they carry their Fish when it is cured to Louisbourgh and ship it for France.

West South West three Leagues from thence is a small Harbour called Isle Michan where there is about ten boats.

Next to that is a deep Bay lying in North West and by West about three leagues called Port Toulouse . . . . . There's no Fishery carried on here the Inhabitants which are one hundred and fifty are chiefly employed in cutting wood for Fewel and Transporting it to Louisbourgh in Sloops of their own Building of which they have about Nine or ten, it is also a place of Resort for the Indians to Traffick their Furrs, perform their Devotions, and Receive their yearly presents which consists of Fire Arms, Powder, Shot, Blankets, etc by which means they are retained in the French Interest and are in Number about two hundred and fifty.

West six leagues from the Isle Michan, is a ship Harbour called

Pitit Degrat, they have about Twenty Shallops and one hundred Inhabitants, and have ships from French Canady and the West Indies, with which they carry on a great trade by means of their Fishery.

. . . . . a place called Niganish, which is about twenty four leagues North, Eastward from the Northermost part of the aforesaid Gut [of Canso], they have here about Thirty Boats, and twelve Scooners, and Dispose of the Fish they catch upon the Spot to ships and vessels that come from France and the West Indies. . . . .

The next Harbour to that is called Scatery, which is the Eastermost part of Cape Breton, there's about fiveteen Boats, whose Fish is generally shipt at Louisbourgh.

Besides the Summer Fishery there's a winter fishery carried on which tho' very precarious. They commonly catch from Eighteen to Twenty Thousand Quintals of Fish.

Numbers of Harbours	Shallops	Sloops	Quintals of Fish catched.
Louisbourgh	55	30	37500
Fourchet	20		6000
St. Esprit	20		6000
Isle Michan	10		3000
Pitit Degrat	20		6000
Niganish	30		20000
Scatery	15		4500
	170	30	83000

G. Burrish

State of the French Fishery at Cape Britoon in June 1739

From Canadian Archives, *N.S.A.*, XXIV, 201-205.

The French have at present in the different parts of the Island Cape Britoon Five Hundred Shallops, who employ five men each, that is to say three in the shallop to catch the fish and two on shore to cure it, these shallops are about seven or eight tons, and catch generally three hundred quintalls of fish in a season (which is from April to the latter end of September) of which the Fishermen have one third and all things furnished them at the Owners expence who draws the other two thirds for his outset in catching, and his labour in curing the said fish, which is effected by often exposing

it to the sun and sorting it for the different markets each sort being kept in different Piles and not weighed off til the 20th of Sept and then sold to the ships that come from France with stores and Necessaries for carrying on the said Fishery, and that at a Price appointed by order of the Government which is generally about nine shillings sterling a Quintall. This fish is carried to the different Ports of France, Spain, Portugal and Italy and there sold at a higher rate than the English Fish, by reason of the care that is taken in curing it, and of the method they have in sorting and sizing it for the proper markets, this is the method of the Summer fishery carried on by the Inhabitants, now comes on that of the winter fishery the Summer Season being over they contract with their men anew and allow them half what Fish they catch, and they find themselves Provisions; the Fishery begins about the Middle of November, and ends the beginning of February in which time they frequently catch One Hundred Quintals a Boat which fish is ready to ship in the spring for France, by which means they have the advantage of the English who make no winter Fish there; there are at least eighty sail of ships in a year load with Fish and train Oyle proceeding therefrom of which number there are about sixty sail who come to purchase their load, which may be computed at Two Thousand quintals of fish one ship with another; the rest of the ships fit out from that Part of France called Saint John de Loe and Bayon to fish for themselves and proportion their number of men to the quantity the ship will carry which they compute at two men to every Hundred Quintalls of Fish, these men have no wages out or home are allowed by the owners nothing but Bread and small Beer, and One Pound of butter a day for ten men, and at their Return to France they have two Fifths of what fish they have caught amongst the master and crew and the owner of the ship has the Remainder, some of those ships men fish in shallops but most in scooners from twenty to Forty tons who go to the Isle of Sable Bank, Bank Quero, St. Peters Banks and all the Banks on the coast of Nova Scotia, and catch their Fish there and make great Part of them in the English uninhabited Ports on that coast; in the year One Thousand, seven Hundred and twenty, the French fishery consisted at most of about Fifteen or twenty sail of ships Few shallops and no scooners but have gradually increased ever since; besides those French ships that load for Europe, there are

yearly above Thirty sail of large sloops, scooners and Briggs load for the French settlements in the West Indies.

Sorts and sizes of Fish for the different Ports to which they are carried by the French.

Lisbon, Mersailes, Leghorn, Naples—small white Fish.

Cadiz, Allicant, Civile.—Latter Fish of all sorts, one with the other.

Burdeaux, Nants, Bayonne, Bilboa, and all Biscay,—Large Black Fish.

Dunkirk, Havre, St. Maloes,—Large Winter Fish.

French West Indies[4] mostly refuge fish . . . . . .

Squirrel, Boston the 9th of July, 1739.

P. Warren

The Cape Breton Fisheries in 1762

From Canadian Archives, *Hardwicke Papers,* 35913, 48-50.

Questions and answers relative to the state of the French and British Fisheries at Newfoundland, 1762.

The dry Fishery upon the coast of Cape Breton and Acadia from Cape Breton to the River St. Lawrence was chiefly carried on by the Inhabitants, who employed in the several Parts about 800 Boats, each Boat having 4 men at an average, and catching 300 quintals of Fish; also about 60 sloops, schooners etc. each at an average carrying ten men, and catching 800 quintals of Fish, so that the state of this Branch of this fishery was as follows,

No. of Schooners and sloops	60
No. of Boats	800
No. of Men	3800
Quintals of fish	288000
Tons of oil	780
Value of Fish	£144000
Value of Train Oil	£ 9360

of the aforementioned 288,000 quintals of Fish, caught and cured at Cap Breton, and on the coasts of Acadie, one half, or rather more, and that the best was carried to the European Markets by

[4]Fish sent to West Indies was shipped in the largest of the fishing vessels and that sent to Europe in vessels outfitted from Europe and New England.

about 70 ships fitted out from France[5] with supplies for their settlements at Cap Breton and for the fishery; each ship carrying at an average 20 Men; and the other half being the refuse fish, was loaded for the West Indies in Sloops, Schooners, and Brigs, Trading between the West Indies and Cap Breton.

XIV

FLUCTUATIONS IN THE FISHERIES

The disturbances characteristic of the fishery were a serious factor in limiting its success particularly after the fishing had become concentrated. Vessels sent out from France with supplies of goods to be exchanged for fish lost heavily on the ventures, and were discouraged from later attempts. The causes of the fluctuations were numerous.

EXHAUSTION OF THE FISHERY

From Canadian Archives, *CIIB*, II, 86.

M. Landrau par sa lettre du 3 avril 1717.

. . . . . lesquels luy ont répondu que quand il sortiroit une plus grande quantité de batteaux des ports et bayes de l'Isle Royalle pour faire la pêche au large, cela ne seroit pas capable d'arrêter le poisson qui suit naturellement sa boete cette boete est le passage du harang, du capelan, de l'anchoye et du maquereau; ces sortes de poissons que la morue suit en son tems est toujours abondante à la cote de l'Isle Royalle, et si l'on trouve que depuis deux années il y a de la disette de morue cela ne doit pas parroistre extraordinaire puisque dans les premières années il n'y avoit que 25 à 30 chaloupes et que les deux dernières il y en a eu sept à huit cents . . . . . Fait et arresté par le Conseil de Marine.

Le 20e avril, 1717.

L. A. DE BOURBON,
LE MARECHAL D'ESTREES

A BAD YEAR

From Canadian Archives, *CIIA*, CIX, 159-160. Written 1719.

La peiche de morue n'a pas été sy bonne cette année comme l'année dernière, le plus fort vaisseaux n'a pas plus de deux milliers de quintaux de poissons poids de Marseille, sy bien que des vingt sept vaisseaux il n'y en aura pas plus de dix huit qui doibvent aller

[5]About 1400 seamen.

à Marseille, tous le reste s'en retournent en France ou sur le banc à leurs départemens. . . . . .

de Brouague

de la Brasdort le 6e 7bre 1719.

Migration of the Fish

From Canadian Archives, *CIIB*, VII, 96.

Lettre de Monsieur de Mezy à Louisbourg ce 27bre 1724

Luy comme les autres y estoient attirés à ce que l'on m'a dit par l'espérance d'une bonne pesche d'automne, je croy effectivement que le poisson sort de la grande baye vers la fin de septembre car nos pescheurs font depuis quelques années fort bonne pesche d'automne à Niganiche et havres au nord-est de l'Isle Royalle au lieu qu'ils abandonnent Scatary, Louisbourg et les havres du sud et où cependant la pesche est asses bonne l'esté.

Storms

From Canadian Archives, *CIIB*, VIII, 20.

A Louisburg
le 1er Decembre, 1726

. . . . . la pesche a esté bonne cet estè, il y a eu une si grande quantité de morues qu'elle s'est donnée cet automne à tres bon marché y en ayant eue de grosse partie vendue seulement neuf livres le quintal, il y avoit apparence que la pesche d'automne continueroit aussy d'estre abondante mais malheureusement la mer a esté tres rude ce mois jcy, et nous avons essuyés deux terribles coups de vent, l'un arrivé le 7e. de 9bre., l'autre le 25 qui ont causé, surtout le premier, des ravages et des pertes considérables. Nous avons une douleur mortelle de voir une colonie anéantie. Si Sa Majesté n'a pitié de ces pauvres malheureux affligés en leur accordant quelques secours pour se retablir. . . . . .

St. Ovide de Brouillan,
Le Normant Demezy

Decline in Trade

From Canadian Archives, *CIIB*, XIV, 108.

Lettre de M. de St. Ovide 29 9bre 1733 *Louisbourg*

. . . . . le commerce diminue considérablement et particu-

lièrement à Louisbourg ou j'ay vu un nombre de quatre vingt navires dans ce port venant de France, depuis quatre à cinq ans il n'en est pas venu plus de trente cinq à quarante, l'habitant y devient de jour en jour plus misérable, les affaires du public augmente et languissent beaucoup à peine peut on en avoir laffin ce que éloigne les marchands et rebutte l'habitant. . . . . .

FALL IN PRICES

From Canadian Archives, *CIIB,* XIV, 273.

Lettres des officiers de l'Amirauté de 2 Decembre 1733 à Louisbourg

. . . . . La pesche a esté forte abondante cette année et avec peu d'accidents, mais comme les morues ont tres peu vallues en Europe, il est venu beaucoup moins de navires que les années dernières, et il est resté à la coste quantité de morues invendues ce qui a d'autant plus fait de tord à l'habitation qu'elles n'y ont pas eu le cour ordinaire. . . . . .

LEVASSEUR

A POOR DRYING SEASON

From Canadian Archives, *CIIB,* XVII, 38.

M. de St. Ovide, 14 *aoust* 1735

La pêche d'automne et celle d'esté ont été asses favorables mais les pluyes et les brumes qu'il a fait depuis le 20 de juin jusques à la fin de juillet ont gasté beaucoup de morue ce qui cause une perte de 200 m. ll.

HIGH COST OF PROVISIONS

From Canadian Archives, *CIIB,* XXIV, 65.

A Louisbourg, le 24 *8bre* 1742

. . . . . La pêche ayant été tres mauvaise au point que la plus part des batimens qui sont venus cette année s'en retourneront sans être chargés ce qui n'excitera pas les négocians de France à nous envoier tous les vivres dont nous aurons besoin, ils voudroient gagner et l'habitant est trop misérable icy pour pouvoir payer les vivres toujours chères, cette année sera ecraser et si nous sommes dans le même case l'année prochaine, comme cela ne peut être autrement, parceque quelque abondante que soit la récolte en France l'encombrement des vivres rend le fret extrèmement cher. C'est ce que vous voirrez Monseigneur par ce qu'il en coutte au Roy

pour ceux que le batteau et le brigantin que nous avons envoiés en France nous ont apportés, cette chèreté ruine les habitans, la pêche au lieu d'ogmenter diminue considérablement, la pluspart sont obligés de l'abandonner de tous ceux qui la font il n'y en a pas un d'aisé et ruinent tous ceux qui leurs fournissent qui ne veulent plus continuer à leurs fournir, ce qui la faira tomber totalement . . . . . Les vivres sont icy au dessus de dix à douze louis le quintal, il n'est pas possible que la colonie subsiste et l'habitant est sans crédit, sans ressources et dès qu'il est une fois en debet, il ne peut pas s'en relever.

Duquesnel

Competition with English Cod

From Canadian Archives, *CIIB*, XXI, 123.

Lettre M. Bigot 6 9bre 1739 à Louisbourg

. . . . . était déja informé que plusieurs négociants et capitaines de navire font entrer à Louisbourg des morues angloises qu'ils ont à meilleur marché à Canço et qu'après les avoir fait débarquer dans des petits havres ils la font venir dans des chaloupes à Louisbourg; cela fait un tort infini à ceux qui en ont ici et qui ne sçauroient le vendre; . . . . . .

Le grand point Monseigneur et le principal pour faire fleurir le comerce de cette colonie c'est de trouver un débouché pour la morue; . . . . . .

Reasons for Decline of Inshore Fishery

From Canadian Archives, *CIIB*, II, 82.

20 Avril 1717

Monsieur de St. Ovide ayant représenté qu'il estoit nécessaire pour le bien du commerce qu'il fut fait deffenses[6] à tous capitaines, habitans et particuliers de Louisbourg, de la Baleine, Scatary, Menadou et Gaboury, de faire la pesche en batteau parce qu'il est évident que l'allant faire à quatre ou cinq lieues au large, ils y arrêtent la morue par les teste et ventrailles de celles qu'ils prennent,

[6]An ordinance for preventing fishermen or other persons from throwing overboard the offals of fish on the fishing grounds, etc., in this province (Quebec) was passed in May, 1765, *C. O.* 42, III, 113. This was held to be ineffective, "Memorial to Sir Guy Carleton, March 17, 1773," *Dartmouth Papers*, VI, No. 2304.

qu'ils jettent à la mer ce qui empêche qu'elle ne s'aproche de terre comme elle faisoit cy devant tous les capitaines, marchands et habitans qui la font en chaloupe luy en ont fait plusieurs fois leurs plaintes et qu'il ne convient pas que l'intérest de deux ou trois particuliers prévals sur l'intérest général. . . . .

Que ce n'est point les ventrailles et testes que ces batiments jettent à la mer qui empêche la morue d'aller à terre, mais bien la grands chaleur parce que c'est un plattin de sable ou y ayant peu d'eau elle se chauffe de manière qu'elle chasse plustost le poisson qu'elle ne l'attire.

NECESSITY OF EXTENDING TIME FOR HARBOUR LIGHTS

From Canadian Archives, *CIIB*, XXII, 239.

Lettres des officiers de l'Amirauté du 15 *janvier* 1740, *Louisbourg*

. . . . . Il est vray que suivant l'édit du droit du feu de la lanterne de ce port, on ne doit commencer à allumer ce feu qu'au premier avril, jusqu'au dernier décembre en suivant, mais comme tous les ans, nous avons des bastiments qui ne retournent en France qu'en Janvier et février, et que le mois de janvier est le plus fort de la pesche d'automne, nous prenons la liberté de représenter à votre Grandeur que nous pensons que le feu de ce fanal devroit être allumé tant qu'il y a des bastiments en rade et que les chalouppes font la pêche d'automne, et qu'on devroit commencer à l'allumer dès le 15 mars au plus tard, puisque depuis quelque temps nous avons toujours des bastiments en mars et que les deux dernières années il nous en est venu de l'Europe. . . . . .

LE VASSEUR
DE LA BORDE

XV

LABOUR

The growth of the sedentary fishery was dependent on an ample supply of labour. The severe fluctuations of the industry accentuated the difficulty of the whole problem. The general character of the settlers was often described unfavorably, but it was probably not sufficiently recognized that fishing could not be satisfactorily combined with agriculture. Serious losses followed the periodic spread of smallpox, scurvy and other diseases. The fishery appears to have suffered continuously from a scarcity of labour. The problem was complicated by the divergence between the methods fol-

lowed in the sedentary fishery and those followed in the old methods in which vessels brought their men and supplies from France from year to year; and disputes over old customs of payment to the fishermen which had prevailed at Plaisance, and in the sedentary fisheries generally, arose from the demand for labour and the increase in wages. Competition between the vessels from France and the resident merchant for labour was the cause of protests and regulations. The abuses were numerous and difficult to control.

A

CHARACTER OF POPULATION

The Love of Chicane

From Canadian Archives, *CIID,* V, 317.

Extrait des lettres de l'Acadie de l'annee 1706: *M. de Subercaze*

22 et 25 8bre, 1706

Les habitans de l'Acadie luy paroissent fort peu actifs et peu capables d'entreprendre quelque chose d'eux mesmes ils n'ont point l'air françoise quoy que bien faits et bien tournez. Ils n'ayment que le procès et jamais cette collonie ne s'establira bien si on ne trouve le moyen de leur oster l'esprit de chicanne et d'establir parmy eux la paix et l'union.

Lack of Enterprise

From Canadian Archives, *CIIB,* II, 296.

Au Port Toulouse ce 30e 9bre 1717

J'ose assurer que ce sont des gens laches, sans actions et sans autre propriété que celle de donner tres mauvais exemples par leur peu d'aplication au travail ce qui ne provient que de la seureté de leur subsistance, depuis près de deux ans qu'ils sont icy, ils n'ont pas eu le coeur de défricher, ni remuer un pouce de terre, pas même dequoy faire un jardin. . . . . .

St. Ovide de Brouillan

B

HEALTH

Disease Brought by King's Ships

From Canadian Archives, *CIIB,* XII, 206.

Louisbourg, ce 24e, Xbre, 1732

La maladie que nous ont apporté icy les vaisseaux du Roy de

Rochefort et de Brest n'a fait qu'augmenter dans ce pays et particulièrement la Picotte dans laquelle on Croit qu'il y a un peu de pourpre mêlé a emporté une quantite de personnes de tous age, il n'y a point de famille dans ce port quy ne s'en sante, ou quy ne s'en soit ressenty, nous avons perdu depuis la dernière Reveue dix à douze soldats, il y en a actuellement à l'Hospital une trentaine peu en reviennent de cette maladie.

ST. OVIDE DE BROUILLAN.

SCURVY

From Canadian Archives, *CIIB*, XXIII, 92-93.

Lettre de Monsieur Bigot à Louisbourg le premier juin 1741

L'Hyver le plus rude qu'on ait essuyé depuis son établissement a causé beaucoup de scorbut parmi le peuple et le soldat, ce dernier a été maltraité . . . . . Ils sont extrèmement intimidés par des bruits qui ont couru que des corsaires anglois avoient pris des battimens françois sur la côte de Saint Domingue, un de nos batteaux venant de la Martinique nous a rapporté avoir été fouillé par un corsaire anglois qui luy avoit pris quantité de tabac et quelque provision de bouche, mais que le capitaine luy avoit ensuitte envoyé une douzaine de bouteilles de bierre . . . . . .

C

WAGES

EFFECTS OF FISHING FROM BOATS

From Canadian Archives, *CIIB*, I, Pt. 2, 626-630.

A Louisbourg le 27 octobre 1716

. . . . . mais je ne puis quitter ce port à cause de mille discutions qu'il me faut vider tous les jours entre les habitans et les vaisseaux marchands qui ont fait la pesche, la disette de la morue en est en partie la cause. . . . . .

. . . . . A la représentation que les habitans m'ont fait que les matelots que font la pesche pour eux emportent au delà du proffit lors qu'elle n'est pas abondante, je les ay fait tous assembler pour sçavoir avec eux la party raisonnable que l'on pouvoit faire avec le matelot, ils ont tous esté du mesme avis que c'estoit assez de leur

donner le tiers de toutte la pesche qui est l'ancien uzage et que j'estime tres avantageux pour eux veu la cherté des vivres et le peu de pesche qu'ils font depuis quelque temps, que l'on attribue à l'usage qui est introduit depuis deux ans de la faire avec des batteaux lequel peut estre convenable dans les autres ports ou la morue se tient au large mais tres nuisible à celuy cy où elle est ordinairement à terre.

St. Ovide de Brouillan

The Importance of Labour in the Fishery

From Canadian Archives, *CIIB,* III, 143-145. Written 1718.

Estat du nombre des pêcheurs et des matelots que le comerce de l'isle Royalle fait subsister.

Par chaque chaloupe il faut nécessairement cinq hommes trois allant à la peche et deux restans à terre pour soignier le poisson et le faire sécher ainsy.

pour 304 chaloupes d'habitant il faut 1520 hommes

pour 322 chaloupes de marchands il faut 1610 hommes

Total 3130 hommes pour ce commerce.

Il n'est point de vaisseau arrivant à l'isle qu'il ne se trouve dans le besoin de quelques rechanges de mature et vergues et qui pendent l'esté ou après la pêche n'en face pour assurer son retour ainsy pour le nombre de soixante navires qui sont veneux à l'isle cette présente année 1718, on estime qu'il peut estre sorty près de soixante mats de toute espèce autant de vergues et plus d'autres pièces de bois de construction ce quy leur est une douceur considérable d'autant qu'ils tirent cella pour rien et qu'ils seront sans la resource qu'ils comptent trouver icy obligés de les achepter à un prix exorbitant en France. . . . . .

Le détail en surprendroit le conseil et d'ailleurs il seroit presque impossible de luy en faire un juste de la quantité de sel de vins, eaux de vie, de vivres, de hardes, toilles de cordages, de fer, qu'il consome habituellement sans parler des ustancilles de pêche agres et apareaux de chaloupe.

Il n'est point de chaloupe d'habitant ou de marchant dont le produit de la pêche ne soit évalué sur le lieu la somme de mille esceux et il faut estimer le commerce de chaque habitant par autant de mille esceux qu'il mest de chaloupes en pêche quy doublant en

France en fait sortir anuelement pour autant de marchandises et quy double le commerce des vaisseaux qui y viennent soit en pêche soit en troque; D'un commerce cy considérable les habitans sont ceux qui tirent le moindre avantage par le prix exorbitant des salaires qu'ils sont obligés de donner aux pêcheurs et graviers pour la pêche et façon des morues; Il ne sent mesme en rien l'indemnitté dont sa majesté a bien vouleu gratifier le commerce de cette isle pour dix années puisqu'ils font dans l'isle mesme la livraison de leurs morues et de leurs huilles sans en conséquance en avoir leurs marchandises et leurs denrées à meilleur compte. . . . . .

WAGE REGULATIONS

From Canadian Archives, *CIIB*, VII, 20-21. Dated 1724.

Ordonnance

L'usage et la coutume tant de Plaisance que de cette nouvelle colonie ayant toujours été que le maistre habitant eust la préférence de la morue et huille des pescheurs qui faisoient la pesche sur leur habitation au prix courant de la coste en leur payant en argent comptant en bonnes lettres de change sur France.

Ayant été informé que plusieurs compagnons pêcheurs vendoient à des particuliers à l'insen de leurs maitres leurs poissons et huilles ce qui cause à l'habitant un tort tres considérable.

Pour obvier à un abus sy préjudiciable à cette colonie, nous deffendons par la présente ordonnance à tous maitres de graves et pêcheurs de vendre ny enlever des morues et huilles provenant de leur sallaire à aucuns capitaines ny marchands forains.

Non signé

Fait à Louisbourg ce 8 septembre, 1724.

From Canadian Archives, *CIIB*, XIV, 66-68. Dated 1733.

Ordonnance

Sur les représentations qui nous ont été faites par les anciens habitans pescheurs de cette colonie de la triste situation dans laquelle les réduisoient les gages excessifs qu'ils sont obligés de donner à leurs compagnons pescheurs, et les avantages en outre qu'ils se trouvent forcés de leur faire malgré les anciens usages de Plaisance et de cette colonie pour en pouvoir avoir pour leur pêche par la

facilité de plusieurs nouveaux habitans pour débaucher les pescheurs de ces anciens habitans, non seulement leur ont augmenté leurs salaires, mais encor payent aux dts. compagnons pêcheurs outre leur passage de France en cette colonie le demy passage quoyque ces pescheurs restassent dans le pays; et que toutes ces conditions faites auxdits pescheurs par les nouveaux habitans étant passées en usage, il étoit impossible aux habitans de se liquider avec les capitaines des navires qui viennent en cette colonie, et qui y apportent aux habitans les vivres et ustencils nécessaires pour leur pesche.

Nous deffendons à tous habitans faisant la pesche directement ou indirectement en cette colonie, de payer à leurs equipages pescheurs aucun passage, ny demy passage soit qu'ils viennent de France ou qu'ils restent dans la colonie; ny de leur donner plus de la moitié des huilles de poisson qu'ils font pendant le cours de leur pesche, et qui leur reviennent seulement suivant l'usage du pays sans que les dits habitans puissent sous quelque prétexte et de quelque manière que ce soit faire auxdits équipages pêcheurs aucun autre avantage équivalent. . . . . .

Fait à Louisbourg de 20e Septembre 1733.

Desertion of Boats from Niganiche to Newfoundland

From Canadian Archives, *CIIB*, XX, 45.

16 9bre 1727

M. de St. Ovide marquè que le port de Niganiche est un des mieux établis de l'Ile Royalle par l'abondance de pesche que l'on y fait d'automne et d'esté. Il y a plus de chaloupes de pesche dans cet endroit que dans tout le reste de l'Isle et il s'y commet de grands désordres entre les habitans et les navires marchands pescheurs à cause de l'éloignement, d'ailleurs nombre de matelots et engagez y ont enlevé cette année plusieurs chaloupes à leurs maistres et les ont emmené en l'Isle de Terre Neuve dont quelques unes ont esté reprises.

Les principaux habitans qui ont quelques fois 40 ou 50 hommes à leur service luy ont représenté qu'ils ne pouvoient en estre les maitres estant presque toujours exposez à estre volez et mesme égorgez, comme cela a pensé arriver à l'un d'eux l'esté dernier.

A SURVEY OF THE FISHERIES SHOWING THE EFFECTS OF HIGH WAGES

From Canadian Archives, *CIIB*, XXI, 208.

Mémoires sur les habitants de L'isle Royale 7 mars 1739

Les habitants sont dans l'usage d'engager indifféremment, en tout temps des esquipages pour leur pêche, lors mème que ces esquipages sont en service chez d'autres habitants, ils passent aussy tous leurs engagements sous seing privé.

Un habitant après avoir attiré chez luy un compagnon pêcheur d'un autre habitant, le fait boire, et dans la boisson luy fait passer un engagement que l'on antidatte quelquefois lorsqu'on soupçonne un engagement précedént, et il est arrivé que des compagnons pécheurs ont passé jusques à trois engagements avec différents habitans pour la mesme pêche. . . . . .

De tout temps dans la colonie, les habitans ont cherché à se débaucher les esquipages pêcheurs les uns des autres, ils leur ont accordé à cet effet des augmentations de salaires, des passages ou des demy passages et autres avantages à un tel point que pour peu que la pêche ne soit pas complette ou que les effets pour la pêche enchérissent, il ne reste pas à l'habitant déduction faitte de ce qui revient aux esquipages pêcheurs de quoy payer les effets qu'il a été contraint d'achepter pour sa pêche, et encore moins de quoy acquitter les debtes quil peut avoir contractées pour la subsistance de sa famille et l'entretien de son habitation, voila en partie ce qui les a continuellement obhérés; ils ont perdu de vue leur objet principal et ils cherchent à s'en dédommager en vendant bien cher à leur esquipages les effets dont ils ont besoin et en leur faisant consommer en boissons qu'ils leur détaillent et au jeu, le tout ou bonne partie de leurs sallaires, cela entretien continuellement les esquipages dans la débauche, leur fait perdre des temps favorables pour la pêche et occasionne un dérangement général.

Pêche d'été en chaloupes sur le pied qu'elle se fait présentement: Sallaire des esquipages pour deux chaloupes sur le pied de 600 qx de pêche pour les deux qui est pêche complette, 2 maitres de chaloupes pêcheurs à 38 qx chacun 76
4 autres pêcheurs à 36 quintaux 144

6 220

Restans à terre pour trancher tailler et faire sècher la morue et pour aller à la boêtte

1 maitre de grave	45 qx	
1 salleur	24	"
1 décolleur	20	"
1 garçon	18	
4	107	

Pour le passage des deux maitres de chaloupes des 4 autres pêcheurs du maitre de grave et du salleur lorsqu'ils viennent de France à 4 quintaux chacun ..... 32.

Lorsqu'ils ont hiverné dans la colonie on ne paye que le demy passage qui est 29 qx. chaque. Les esquipages ont en outre la moitié des huilles.

Vivres années communes pour la subsistance des 10 personnes cy devant pendant la pêche d'été cy contre ..... 359 qx

30 quinteaux de biscuit à 1 ql à 1/3	40 qx	
2 qx de beurre a 4 qx	8	
½ barique de mélasse	3	
1 bariq de guildive	8	
2 bar. de pois a 4 q.	8	
1 quart lard sallé	5	

Effets et ustancils pour la pêche des 2 chaloupes.

2 chaloupes qui ne peuvent guerre faire plus de 4 pêches reviennent pour la coque seulement à 15 qx. chacune neuve et pour le dépérissement d'une pêche des deux cy .....7 qx ½

fargues pour 2 chaloupes	2	
avirons	3	
voilles qui ne peuvent servir qu'une année à raison de 7 qx pour une chaloupe	14	431 qx
d'autre part 26½	26½	
2 cablots à 4 qx. chacun	8	
2 grapins à 1 ql. ½	3	
50 lignes de pêche pour les 2 chaloupes	9	
ains à morue pour id	2	
100 t. de plomb pour celles pour	4	

8 rets a harang et a manquereau pour avoir de la boette a 4 qx. chaq 32

1 demie chaloupe pour mouiller les rets et les relever

coutant neuve 10 qx et durant 4 années cy pour
une année 2½
70 bariques de sel pour la pêche des chaloupes à
1 q. la bar. 70

total 157 157

588 qx

Balance pêche complette à deux chaloupes cy 600 qx.
Salaires, vivres d'esquipages et achapts
d'effets et ustansils cy devant cy 588

Reste douze quintaux de morue à l'habitant sur 12 qx.
la pêche de deux chaloupes, pour ses soins, pour son habitation où il doit y avoir un echaffeau, des cabanes pour loger les esquipages, une grave, des vignaux, et des ustansils de graves pour le dépérissement des effets que l'habitant peut avoir acheptés, avaries qui arrivent dans le cours de la pêche et la subsistance et l'entretien de sa famille: le maitre habitant doit supporter encore sur cette quantité restante des 12 quintaux de morues la réfraction qui se trouve sur les morues.

Il en est de même pour la pêche qui se fait en batteaux et goelettes sur les fonds au large de l'Isle Royale.

PECHE D'AUTOMNE

La pêche d'automne ne se fait qu'en chaloupes, elle se fait en novembre, décembre et janvier, elle dure quelque fois jusqu'en février la bonne pêche d'automne en général va à 120 quintaux par chaloupe, elle est sujette encore à beaucoup plus de frais et d'accidents que la pêche d'été à cause des mauvais temps qu'il fait l'automne, les chaloupes dans le cours de cette pêche restent quelque fois quinze jours de suitte et plus sans pouvoir sortir, pendant lequel temps les équipages ne font rien.

Les habitants engageoient cy devant les esquipages pour cette pêche sur le même pied que pour la pêche d'été, ce qui leur occasionnoit encore des pertes considérables, ils les ont engagés depuis de différentes manières entre autre à moitié sçavoir:

La moitié de la pêche pour les pêcheurs et graviers en général,

sur laquelle moitié ils tiennent compte au maitre habitant leurs vivres pendant cette pêche, et l'autre moitié à l'habitant pour les chaloupes, ustansils, gréements, sel, habitation, &c.

Entre la pêche d'été et la pêche d'automne il y a un intervalle d'un mois pour achever de faire la morue d'été pour la peser et la livrer. Les six pêcheurs qui ont fait la pêche avec les chaloupes sont la pluspart nouris par l'habitant pendant ce tems la sans rien faire d'utile pour luy ou pour l'habitation, bien au contraire, ils employent ce tems là à la débauche.

Il en est de même au printemps lorsque les glaces ou les mauvais temps ne permettent pas aux batiments de sortir pour la pêche; les esquipages se rendent chez leurs maitres ordinairement à la fin de mars et ils restent quelque fois jusques au 20 avril et plus tard sans aller a la pêche et sans rien faire.

Les matelots pêcheurs et gens de la grave, souvent par dépit, ivrognerie, mauvaise volonté ou autre sujet, jettent des vivres à la mer, les dissipent ou les vendent ce qui est très préjudiciable à plusieurs égards.

Il arrive que dans le cours de la pêche des esquipages pêcheurs perdent des journées de pêche par débauche par paresse ou autrement.

Il y a des habitans qui font cqnsommer souvent en effets et surtout en boissons qu'ils fournissent à leurs esquipages, non seulement le montant de leurs sallaires pour la pêche courante, mais encore ce qui peut leur revenir de la peche prochaine; ces habitans refusent ordinairement à leurs esquipages de leur fair leurs compte lorsqu'ils le demandent, de sorte que ces derniers ne peuvent sçavoir comment ils sont avec leurs maitres, cela les dégoutte et les rend de très mauvais pêcheurs. Il y a d'autres habitans qui renvoyent de chez eux des pêcheurs ou graviers qui s'y sont obhérés sans vouloir leur donner de compte ny de congé ces derniers vont s'engager chez d'autres habitans sans parler de ce qu'ils doivent à leurs premiers maitres, et lorsque la pêche est commencée et mesme avancée ces premiers maitres réclament pour lors ce que ces pêcheurs et graviers leur redoivent, ce qui occasionne beaucoup de difficultés et de discussions. Il arrive souvent que les comptes que les habitans fournissent à leurs esquipages ne sont point justes, soit par oubli, méprise ou autrement ne tenant la plus part aucuns

livres de compte, de là nait bien des injustices, et une infinité de contestations entre les habitans et les esquipages.

Il arrive aussy souvent que des esquipages pêcheurs qui ne trouvent point ches les habitans à s'engager aux prix et avec les avantages qu'ils demandent, ou qui ne veulent point s'engager, entreprennent de faire la pêche pour leur compte particulier sans prendre de domicile, ny d'habitation dans la colonie; ces esquipages jouissent par là du privilège qui ne doit être accordé qu'aux habitans domiciliés et établis dans l'isle avec leurs familles, et les habitans trouvant plus difficilement des esquipages pour leur pêche.

Il passe quelque fois de France dans la colonie des marchands passagers qui entreprennent aussy là pêche dans l'isle sans y prendre de domicile; cela est encore contraire au privilège des habitans et à l'établissement de la colonie.

Un autre inconvénient encore est que lorsqu'il passe sur les batiments qui viennent de France dans la colonie des esquipages pêcheurs qui ne sont que passagers en nullement attachés à la destination du batiment sur lequel ils passent. Les capitaines s'obligent de leur fournir ce qui leur est nécessaire pour faire la pêche; ils font leur accord ensemble et pour qu'il ne paroisse point dans la colonie, que ce soit des esquipages pêcheurs qui font la pêche pour leur compte particulier les capitaines, à leur arrivée dans l'isle, les déclarent esquipages pêcheurs pour le compte du navire.

D'autres capitaines qui viennent dans la colonie avec de gros esquipages après y avoir fait leur pêche y laissent une partie de leur esquipage à terre, dans les degrads éloignés de Louisbourg pour hiverner et pour y faire la pêche d'automne l'année suivante. Les capitaines viennent les reprendre, les repassent en France et en laissent d'autres en leur place, ce qui est encore contraire à l'établissement de la colonie et même aux ordonnances du Roy concernant les classes ce qui rend aussy les pêcheurs rares pour les habitans, d'ailleurs on a toujours regardé la pêche d'automne dans la colonie comme un privilège exclusif dont doivent jouir les habitans de l'isle.

Les habitans pêcheurs ne sont point dans l'usage de tenir de livres pour les achapts qu'ils font journellement et à crédit pour leur pêche, quoyque ces achapts montent pour les habitans ordinaires plus de quinze ou vingt mil livres pour une pêche, de sorte que pendant le cours de la pêche, ils ne peuvent sçavoir le véritable état de leurs affaires, la fin de la pêche étant venue, ils payent en

plein ceux de leurs créanciers qu'ils veulent préférer et qui souvent ne leur ont fournis que des effets superflus; et les créanciers pour les fournitures privilégiées sont obligés de concourir entr'eux au prorata sur le restant des morues de la pêche qui ne peut suffire pour les payer en entier.

Les habitans de la colonie ne peuvent être exécutés dans leurs habitations, batimens et ustansils de péche pour les debtes qu'ils contractent, ce privilège peut avoir été convenable au commencement de l'établissement de l'isle pour y attirer des habitans; mais il dégénère présentement en abus, car les habitans profitent de ce privilège pour prendre inconsidérément des capitaines marchands plus d'effets qu'il ne leur en faut pour leur pêche et d'autres marchandises dont ils pouroient se passer; ils abusent tous les jours de la bonne foy de ceux avec qui ils ont affaire et comme la pluspart n'ont point d'autres biens que leurs habitations et leurs ustansils de pêche, qu'on ne peut exécuter, vivant d'ailleurs sans règle ny ménagement, ils restent dans une négligence et dans une sécurité parfaitte par raport a leurs debtes, qu'ils laissent augmenter chaque année, sans s'embarrasser de prendre aucunes mesures pour se liquider.

Il y a dans la colonie des habitans qui se chargent de fournir a d'autres habitans ce qui leur est nécessaire pour leur pêche, comme ils ne peuvent donner les marchandises qu'à un prix plus fort que les capitaines de navires de qui ils les acheptent, cela obhère les habitans qui sont ainsy fournis par d'autres habitans; la pêche est sujette à tant de frais qu'il ne convient nullement à un habitant d'achepter les effets de la seconde main; d'ailleurs ces habitans qui fournissent les autres trouvent presque toujours le moyen de le faire payer par préférence aux capitaines de navires qui auront aussy fourni ces mesmes habitans. Cela est contraire au bien du commerce dans la colonie, et il convient plustot que les capitaines de navires soivent privilégiés, parce qu'étant obligés de faire leur retour en France ils ne peuvent rester dans la colonie pour poursuivre le payement de ce qui leur reste deub. d'ailleurs on doit leur accorder des facilités pour les attirer dans l'isle.

Il se commet encore souvent un abus dans la colonie; lors qu'un habitant veut frustrer ceux qui luy ont fourni les effets nécessaires à sa pêche pour favoriser les marchands forains et autres qui ne luy vendent que des marchandises inutiles à sa pêche, qui ne

servent qu'à l'obhérer l'habitant consent à ces derniers marchands une obligation par laquelle il stipule qu'une telle somme qu'il luy doit est pour fournitures d'effets pour la pêche au moyen de quoy ces derniers marchands se trouvent privilégiés ainsy que les véritables fournisseurs.

LENORMANT

A Versailles ce 7e mars, 1739.

THE CONTROL OF FISHING VESSELS FROM FRANCE

From Canadian Archives, *CIIB,* XXVIII, 199-200.

Lettre de M. Prevost à Louisbourg 30 *9bre* 1749

Le règlement pour la pêche en cette isle ne suffit pas pour en assurer le rétablissement pour l'Habitant si les conditions qu'il porte pour les équipages un autre règlement qui fixe et réduise ceux des équipages des navires de St. Jean de Lutz, Bayonne, Grandville et St. Malo, qui viennent faire la pêcherie dans la colonie l'avantage qu'ils trouvent sur ces navires les empêchera de s'engager avec les habitans et tant qu'il subsistera il ne sera pas possible de les réduire à terre aux conditions du règlement. Ils ne veulent point y rester, ils aiment mieux retourner dans les ports pour y armer sur des batiments de pêche. Les Capitaines sont les premiers à les y engager afin de retrouver du monde pour de seconds armemens, ils les réduisent même de façon à les obliger de retourner avec eux, soit par des engagemens particuliers ou des sommes considérables qu'ils leurs donnent à la grosse par ce moyen il ne reste personne à l'Habitant, qui ne pourra pas non plus trouver à engager un pêcheur en France. Si l'avantage du salaire est déterminé sur les navires et si vous n'avez la bonté de la faire regler proportionnellement à celui qui est fixé pour la pêche qui se fait à terre.

PRICE REGULATIONS

From Canadian Archives, *CIIB,* XXIX, Pt. 1, 8. Dated 1750.

Ordonnance

. . . . . Il est ordonné à tous habitants pescheurs et autres gens de leurs parts de délivrer aux particuliers et à tous autres qu'ils jugeront solvables, de la morue fraiche à la taille qui sera réduitte au quintal sur l'ancien usage et payee par les particuliers au cours

et sur le prix le plus haut de la morue sèche et marchande pendant l'année, et ils ne pourront également refuser à quelques personnes que ce soit pour de l'argent comptant sur le pied de six sols les grosses et cinq sols les moyennes; n'entendons néantmoins lesdits habitants obliger à fournir de la raye et autres poissons que de gré à gré et suivant qu'ils conviendront avec les particuliers, auxquels il ne sera pas permis ny à leurs domestiques d'entrer dans les chafeaux pendant la tranche et le déchargement desdites chaloupes, les ventes et livraisons devant se faire en dehors des chafeaux. Donne a Louisbourg le 15 May 1750.

Satisfactory Prices

From Canadian Archives, *CIIB*, XXXIII, 124.

Memoire sur le commerce de l'Isle Royale joint a la lettre de Monsieur Prevost

4 janvier 1753

Il est à souhaitter pour le rétablissement de la colonie et le progrès de la pesche que le quintal de biscuit et la barique de sel ne coute jamais plus chacun du quintal de morue, car l'expérience a fait voir depuis plusieurs années que dans le cas où le prix du biscuit et du sel a été porté à un quintal un quart de morue la pesche quoi qu'abondante et complette sur le pied de six cens quinteaux, à deux chaloupes est toujours onéreuse à l'habitant qui la fait faire, lequel ne peut plus faire subsister sa famille qu'en devenant le debiteur des négocians de France ou de la colonie à la fin de chaque pesche. . . . . .

D

GOVERNMENT CONTROL

Regulations for Sale of Liquors

From Canadian Archives, *CIIB*, II, 12.

Conseil M. de Soubras,
8 janvier, 1717

Observation

Il fut rendu compte au conseil l'année dernière, que tous les habitans de Plaisance et autres forains étant dans l'usage de vendre du vin et de l'eau de vie cela causoit un désordre et une débauche

continuelle tant parmy les soldats, que parmi les équipages pêcheurs, que pour y remédier il avoit été écrit du temps du feu Roy à Messieurs de Costebelle et Soubras de fixer le nombre de cabarets au moins qu'il se pouroit; d'empêcher autant qu'il seroit en leur pouvoir les débauches usitées à Plaisance, des soldats et des pescheurs et de faire payer a ces cabarets un droit en faveur de l'hopital.

Qu'en conséquence ils résolurent en 1714 de choisir six des plus considérables marchands et des plus honnestes gens auxquels on donneroit permission de vendre des boissons aux passagers étrangers et autres habitans avec deffense d'en vendre aux soldats et aux pêcheurs sans ordre par écrit des capitaines des compagnies et des Mes des pêcheurs et à condition de payer chacun 20 quintaux de morue par an à l'hopital. Cela fut aprouvé et on leur marqua de mettre le droit à 25 quintaux de morue par an au lieu de 20 quintaux.

From Canadian Archives, *CIIB,* V, 31-3.

Ordonnance de Police sur divers cas du 27 avril, 1720

Sur les représentations qui nous ont été faites des abus et débauches qui se commettent dans les maisons de quelques cabaretiers qui ne sont ny pêcheurs, ny ouvriers, ny laboureurs, ny utilles en aucune manière à la colonie; Nous en vertu du pourvoir à nous donné par sa Majesté avons fait le règlement, cy après que nous ordonnons être executé.

1

Les capitaines des navires arrivant jcy, ou les chaloupes de ceux qui sont mouillez dans les autres endroits des Isles, après nous avoir rendu compte de leur voyage, se transporteront au greffe de L'amirauté pour y faire leur déclaration et marqueront exactement la quantité de vin et eau de vie et les marchandises dont jls seront chargez, tant à fret qu'en cargaison, *et ce quils auront celé sera confisqué,* ensemble déclareront le nombre de leurs passagers et engagez.

2

Ne pourront les dts. Mes. des batimens ou marchands forains et autres, vendre à aucun cabaretier vin, ny eau de vie, mais seulement aux Mes. pêcheurs et habitans ne faisant point le commerce des boissons en détail, pourront vendre les ustancils de pêche a qui bon leur semblera, mais a l'égard des vivres pour la subsistance, il n'en sera vendu, ny délivré sans que le gouverneur et ordonnateur en soient informez.

3

Les Mes. pecheurs ne pourront vendre vin, ny eau de vie qu'à leur équipage et non à ceux des autres pêcheurs. . . . . .

Tous habitans ne faisant point de pêche ny aucun métier utille à la colonie, iront habiter au fond du havre au Nord Est, pour y cultiver les trous, couper du bois, élever des volailles; par ce travail et commerce certain, jls pourront subsister; et tous autres seront obligez de prendre des emplacemens dans l'enceinte des fortifications.

General Regulations

From Canadian Archives, *CIIB*, XXI, 230.

De par le Roy: Extrait des Reglémens de Police

1

Il est deffendu sous peine de confiscation des marchandises et effets à amende de 30l de vendre à faux poids et mesures, et les capitaines et marchands doivent vendre aux poids et mesures de Paris, livres de 16 onces mesures d'aulnes contenants 44 pouces de Roy.

2

Les quarts de lard doivent être de 200 livres net, les quarts d'eau de vie de 13 veltes et ½, les quarts de farine se doivent vendre au quintal, le bois à la corde de 8 pieds de long, 4 pieds de large et quatre pieds de haut. Les vins suivant les jauges des futailles des lieux d'où ils viennent.

3

Les marchands forains ne doivent point détailler à terre mais seulement dans les vaisseaux.

4

Les capitaines ne doivent point laisser d'équipages à terre pour hyverner et faire l'automne à moins qu'ils n'ayent à leur habitation une personne résidante de leur port avec sa famille.

5

Il est deffendu aux capitaines et marchands forains d'achetter des carguaisons des autres batimens venans de France les Isles ou le Canada.

XVI

SUPPLIES FOR THE FISHERIES

Scarcity of labor was accompanied by scarcity of provisions and supplies. A settlement dependent on fishing was not in a position to supply its own provisions, especially because of the severe fluctuations in the fishing industry and the unsuitable character of a large part of Cape Breton for agriculture. The difficulties which confronted the French fisheries in their attempts to become self-sufficient are shown clearly in the following documents. Canada was not a stable source of supply and the fishing vessels from France were unable to bring an adequate stock. It was even more difficult to secure supplies other than food stuffs. Industrial development was limited to heavy commodities such as bricks and timber. Coal was not important. The development of agriculture in Prince Edward Island was suggested but the results were unsatisfactory partly because of the difficulty of carrying on agriculture and the fishery in the same season and in the same areas. The difficulties of establishing a permanent agricultural base in Prince Edward Island led to the growth of a smuggling trade with the Acadians of Nova Scotia and with New England.

A

SUPPLIES FROM FRANCE

CHARACTER OF COMMODITIES NEEDED IN THE COLONIES

From Canadian Archives, *CIIA,* CXXIX, Pt. 2, 367-372.

Premier fondement du Plan considerations et faits au sujet des colonies

Achapts à la Rochelle: Au Sr. Rodrique

Les clous nécessaires pour la construction et aménagement de cent chaloupes de pêche.

La toile nécessaire pour la voilure de ces chaloupes avec le fil, éguilles nécessaires, plus une grosse de pomelles, ladite toile en noyale ou toile équivalente, un peu plus forte que la rondelete.

Deux miliers d'étoupe et un milier de vieux cordages pour en faire.

Quatre chaudières à sucre pour les huiles des vaches marines.

Vingt chaudieres dè cuivre à bière de la continence d'une barrique.

Six cents chaudières de fer à trois pieds grandes et esgales.

Six cents poeles à frire.

Cent quintaux fer de champagne ou Berri.

Dix quintaux d'acier du plus fin.

Deux cents feuilles de tole grandes et fortes.

Quatre cents feuilles de fer blanc, grand et petit modèle.

Au Sr. le Griel. L'Aine à La Rochelle

Six cents bariques de sel.

Six mille pioches comme celles qu'il a envoyees à la compagnie de l'Isle Saint Jean.

Cent Faux.

Deux cents faucilles.

Mille peles de bois ferrées par le bout de la pele.

Deux cents roues de brouete.

Cinquante scies d'Hollande pour moulins à scie.

Envois de Rochefort

Tous les outils nécessaires pour l'employ de
600 hommes pour la construction de petits batiments de mer.

Pour monter dix forges.

Vingt maitres menuisiers.

Vingt tonneliers.

Dix charons.

Vingt charpentiers de maison.

Six tourneurs.

Deux poulieurs.

Plus deux vis à vis pour redresser un batiment renversé.

Dix bons crics.

Au Sr. Dumau à Bordeaux

Cent tonneaux de vin de cargaison ordinaire.

Dix mil aunes de carisey.

Dix mil aunes de mazamet.

Mille paires de bons souliers.

Au Sr. Francois Casaubon à Bayonne

Les clous nécessaires pour la construction et l'aménagement de deux cents chaloupes de pesche.

Cent cablots de chaloupe de cent dix à cent vingt brasses.

Six cents grapins.

Le bray et goldron nécessaire pour trois cents chaloupes.

Deux cents quintaux de fer d'Espagne assorti.

Ceux milles langues de boeufs acérées.

Vingt livres de fil de léton pour champeaux de ligne à morue et à macreau.

Cinq cents cales de plomb à morue.

Trois cents cales, idem, à macreau.

LIBRARY
HIGH SCHOOL OF MONTREAL
HIGH SCHOOL FOR GIRLS

Mille ains à morue.
Cinq cents ains à macreau.
Dix rets à macreau.
Clous et fiches nécessaires pour dix chafauts de pêche.

Au Sr. ..... à St. Malo

Deux cents cablots de chaloupe de cent dix à cent vingt brasses.
Les pièces de menu cordage pour grier trois cents chaloupes.
Deux miliers d'étoupe.
Quatre miliers de vieux cordage pour en faire.
Deux cents bottes de lignes à morue.
Cent bottes de lignes à macreau.
Mille ains à morue.
Cinq cents ains à macreau.
Deux cents habits de peau.
Cent devanteaux.
Cent paires de botes de pêcheurs.
Deux cents aulnes de rets à macreau.
Deux cents aulnes de rets à harang.
Trois cenes.

Au Sr. Dubocage de Bleville au Havre

Six mille haches comme celles qu'il a envoyé pour la compagnie de l'Isle Saint Jean qui sont larges, longues et minces.
Cinquante bariques de bled noir.
Cinquante bariques de la plus belle avoine pour semer.
Cent bariques de gruau.
Dix livres de graines de navets de haltot.

A Quebec

Cinquante cheveaux entiers pour la charue.
De bonnes vaches tant que l'on pourra.
Quatre cents bariques de beau bled de semence.
Cinquante socs de charue.
Deux cent quintaux de fer assorti.
Six mille cassetestes bien acérés et bien trempés.
Des canons de deux livres de bale.
Les boulets, de la graine de tabac.

A Louisbourg

Ordre pour faire construire le plus d'esquifs qu'il se pourra, conformément à la feuille qui les concerne.

Idem. le plus de grandes pirogues qu'il se pourra au Port Dauphin.

Les ordres qui resultent du plan de l'Isle Royale.

Achapt de trois mille planches marchandes et de les envoyer aux trois rivières de l'Isle Saint Jean.

Idem. d'autant de haches angloises que l'on pourra.

Ordre d'exciter nos forgerons d'en faire qui leur soient esgales en poids, dans la forme pour le taillant, pour la trempe et en tout.

Cet achapt et ces haches imitées jusques à la concurrence de six mille deux cents faux angloises.

Quatre cents bariques de charbon de terre.

A L'Isle Saint Jean

Ordre de faire construire au Port la Joye la plus grande quantité d'esquifs qu'il se pourra.

De tirer pour cela ce qu'on pourra d'ouvriers de l'Acadie et d'y faire passer ceux qui sont à Tracadie.

De les mettre en état de naviguer et de les faire passer au port des trois Rivières.

Ordre de faire passer à temps trois ou quatre charues au port des Trois Rivières avec les boeufs pour les atteler, et ordre d'en faire labourer le domaine et semer de bled.

Idem. les planches que pourra fournir le moulin à scie du Port LaJoye au delà du bordage qui sera nécessaire pour les esquifs.

Au Sieur Loubery à la Martinique

Douze cents bariques de guildive.

Six cents bariques de mélasse.

Cent quintaux de caffé.

Trois cents quintaux de sucre.

Losses Occasioned by Foreign Vessels

From Canadian Archives, *CIIB*, II, 84.

Conseil

20 Avril 1717

. Si au contraire il plaisoit au conseil de deffendre aux Gouverneur et autres employés pour le Roy à l'Isle Royalle, de ne point permettre aux navires étrangers l'entrée et la pesche à nos cotes ny souffrir qu'ils y apportent des vivres et marchandises comme ils font tous les jours; les vaisseaux françois qui vont à la troque et

y portent pour cet effet des vivres et des marchandises trouveroient à les vendre et ne seroient pas exposés à les raporter en France, ce qui leur cause des pertes considérables.

Il suplie le conseil de remarquer que lorsque les vaisseaux françois sont obligés de relacher dans les ports anglois on ne leur permet pas seulement de porter du pain pour les gens qui vont couper du bois.

SHORTAGE OF FOOD SUPPLIES

From Canadian Archives, *CIIB,* III, 34.

Conseil

M. de St. Ovide a Louisbourg, le 14 aoust, 1718

La disette est si grande et si généralle qu'ils auront de la peine à faire subsister la garnison jusqu'à la fin du mois, étans déjà réduite à trois quarterons de biscuit par jour, les habitans ont abandonné la pesche quoi qu'elle soit assez abondante, les navires en feront vraysemblablement dans peu de mesme, et la plus grande partie ne sera pas en état de partir pour France s'il ne viens du secours de Canada ou d'Europe. . . . . .

L. A. DE BOURBON,
LE MARÉCHAL D'ESTRÉES

REGULATIONS OF FOREIGN VESSELS

From Canadian Archives, *CIIB,* VII, 21-22.

Conseil de Marine

Isle Royalle, Avril 1722

Par la première il est deffendu aux capitaines marchands forains d'engager des équipages des habitans pour faire la pesche d'automne et acheter des autres navires des denrées et ustenciles de pesche qui leur restent de leur troque.

Les raisons qui les ont déterminé à rendre cette ordonnance sont les justes représentations qui leur ont été faites par tous les habitans, que les capitaines marchands leur enlevoient leurs équipages sur lesquels ils comptoient pour faire la pesche d'automne, par les prix excessifs et les autres avantages que ces capitaines font audits équipages et qu'ils achettent des autres navires tout ce qu'ils peuvent avoir de reste de sel, pain et ustenciles de pesche, ce qui détruiroit la pesche sédentaire.

Par la seconde il est deffendu aux capitaines des vaisseaux marchands d'acheter les cargaisons entières des batimens de Canada qui portent des vivres pour la subsistance de la Colonie.

L. A. de Bourbon
Pour le Conseil,
Delachapelle

From Canadian Archives, *CIIB*, III, 47-48.

A sujet des capitaines et marchands forains qui achettent des carguaisons

Ordonnance

Du 12 mai 1722

Nous ayant été représenté que les capitaines de navires marchands venant de France et autres marchands forains, s'emparoient des carguaisons de biscuit, pois, farines et autres vivres nécessaires pour la subsistance de la colonie, pour ensuite les revendre à un prix excessif aux habitans; comme ce commerce ruine et détruit entièrement cette colonie.

Deffendons à tous capitaines et marchands forains de n'acheter aucuns des dits vivres directement ny indirectement sous peine de mil livres d'amende applicables sçavoir 300l au dénonciateur et 700l pour l'église de cette paroisse. . . . . .

Fait à Louisbourg ce 4e juin 1721.

Ainsi Signe,
St. Ovide de Brouillan
Et le Norman de Mesy

Protest Against Trade with English

From Canadian Archives, *CIIB*, XX, 25-27.

Isle Royalle
16 9bre 1727

Sur le commerce Etranger

Mr. de St. Ovide marque que la crainte que les négocians de France ont eu que les habitans de l'Isle Royalle ne fussent pas en état de faire la pesche à cause du désorde arrivé par le coup de vent du mois de novembre 1726, a fait qu'ils ont envoyé en 1727 une très petite quantité de batiments ce qui a causé dans la colonie une très grande disette de toutes choses et particulièrement de sel, viandes salées et boeurre, cela l'a déterminé et M. de Mezy à la

sollicitation des habitans d'en avoir des anglois qui en ont fourny une assez grande quantité pour continuer la pesche.

Il dit que sans le secours des anglois la colonie auroit presque manqué de tout, ils ont eu attention que les payements des marchandises portées par les anglois fussent faits en denrées du pays comme charbon, vins, eau de vie et autres effets de France. . .

Ils répondent qu'ils auront toujours attention à fournir l'Isle Royalle des denrées du Canada, mais que peut estre cette colonie ne répondra pas à leurs intentions par ce qu'on y a bientost pris le party sous un léger pretexte, de s'en fournir à la Nouvelle Angleterre qu'il y a bien de l'apparence que cette route une fois frayée continuera d'estre frequentee, ce qui fait un tort egal au Canada et au commerce de France, parce que d'un costé l'Isle Royalle essaye à se passer du Canada et de l'autre elle introduit dans le Canada une grande quantité des marchandises étrangères lesquelles entrant à présent dans la colonie par deux voyes différentes ne laisseront bientost plus d'espérance aux batimens françois de debiter en Canada les marchandises qu'ils y portoient de France.

Plainte des armateurs et negocians de St. Malo.

Ils représentent que Mr. de St. Ovide souffre les anglois traitter à l'Isle Royalle qu'il les favorise mesme jusqu'à faire achetter pas gens à sa devotion leurs denrées comme pain, sel, farine, viandes salées, boeurre, fromages et toutes marchandises sèches. Que les anglois épuisent la colonie d'espèces d'or et d'argent, qu'ils enlèvent mesme le poisson quand ils ne trouvent plus d'espèces.

Que ce n'est pas là le seul mal que cause à l'état et au commerce l'avarice de ce gouverneur car les deniers comptants estant épuisez, il empesche les habitans de livrer leurs morues aux vaisseaux marchands qui leur ont fourny les cuires, marchandises et ustensiles pour la pesche, qu'après la my 7bre quelque traitte qui ait esté fait et que dans cet intervalle ceux qui font le commerce clandestin avec les anglois pour le compte du gouverneur ont le temps de se faire payer et les françois sont forcés d'attendre l'arrière saison à charger, ce qui est cause qu'ils ne peuvent quitter la coste qu'en novembre ou decembre et par là ils sont exposez à périr comme il arriva à plusieurs l'année dernière.

Cette conduite ruine absolument le commerce de la colonie, met les negociants hors d'état de le continuer et ils y ont fait des pertes considérables depuis plusieurs années. . . . . .

Fishing Vessels from France and the Colonies' Supplies

From Canadian Archives, *CIIB*, X, 55-57. Written 1728.

. . . . . Nous avons eu l'honneur d'informer Monseigneur l'année dernière des raisons qui nous forcèrent de permettre l'entrée du sel et quelque viande sallée dont la colonie manquoit entièrement. Nous avons l'honneur de réitérer à Monseigneur, que nous serons toujours très soumis sur les articles à ses ordres, mais nous ne pouvons nous dispenser de luy représenter que cette colonie ne produit ny pain ny viande, subsistance indispensable pour un nombre de peuple qui multiplie tous les jours, que tous les vaisseaux qui viennent de France à l'exception de ceux de St. Malo et Nantes ne portent pas à beaucoup près les vivres qui leurs est nécessaire pour la subsistance de leurs esquipages et cela est sy vray Monseigneur, qu'il a esté achetté par les navires pour leurs retours mille ou douze cent quintaux de pain.

A l'égard des viandes sallées, elle est sy rare que la pluspart du temps les habitans ny nous mesmes nous ne sçaurions trouver pour de l'argent sur quoy nous prenons la liberté, de représenter à Monseigneur que pour assurer la subsistance nécessaire à la colonie et nous mettre en estat de nous passer des anglois. . . . . Il est venu plusieurs anglois cette année que nous avons renvoyé lorsque nous avons veu que la colonie pourroit s'en passer, et ceux qui ont été admis n'y ont porté, que planches, brique, bestieaux et autres choses permises, et n'ont la permission de vendre qu'à condition de prendre en payement que charbon de terre, quelque eau de vie et vins, et autres marchandises. . . . . .

St. Ovide de Brouillan
A Louisbourg le 3 9bre 1728 Le Norman de Mezy

From Canadian Archives, *CIIB*, XIV, 145-147.

Lettre de M. Lenormant du 16 *9bre* 1733 *à Louisbourg*

Je prends la liberté d'informer votre grandeur de ce que je crois qui contribue à la disette des vivres dans laquelle se trouve souvent cette colonie; les navires de Saint Jean de Lus et de Bayonne qui sont toujours les premiers arrivés en cette isle et qui ont de gros esquipages pour faire la pesche n'apportent tout au plus des vivres que ce qui leur en faut pour la subsistance de leurs esquipages pen-

dant leur campagne de sorte qu'ils n'ont ny farines, ny biscuits à vendre, mais comme dans le temps qu'ils arrivent dans la colonie il ne s'y trouve ordinairement que fort peu de vivres ils en prettent aux habitans d'abord le printemps et continuent pendant l'été, cela paroist en apparence avantageux pour la colonie cependant il en résulte un abus en ce que les batiments qui viennent de France et de Canada qui apportent des farines et des biscuits et qui arrivent toujours après ceux-cy ne les peuvent vendre qu'à perte car les habitants se confiant sur les vivres que leur prettent les capitaines de St. Jean de Lus et de Bayonne retardent de quatre ou cinq mois l'achapt des vivres dont ils ont besoin pour en faire tomber le prix de manière que les batimens de Canada pour s'expédier et ceux de France pour faire leur retour sont obligés le plus souvent de se défaire de leurs biscuits et de leurs farines à un plus bas prix qu'ils ne leur coutent de premier achapt; la vente peu avantageuse qu'ils font dégoute d'autres d'y venir, l'automne arrive, les capitaines de St. Jean de Lus et de Bayonne qui ont prêté leurs vivres se les font rendre par les habitans et la colonie reste sans farines ny biscuits.

L'avantage qu'en retirent ces capitaines est de changer leur biscuit qui n'est quelque fois pas trop bon contre celuy qui nous est apporté de Canada et des autres ports de France qui est de meilleure qualité et de s'en épargner la diminution qu'ils y trouveroient s'ils étoient obligés de le garder: au moyen des prêts qu'ils font j'ay veu le meilleur biscuit ne valoir que 71 et 71 10s le quintal, les farines et les légumes à proportion dans le temps qu'il vaut communément 91 et 101 à Quebec et quelque fois plus. Monsieur Hocquart me marque aussy que c'est ce qui dégoute les armateurs de Canada de nous en apporter, et que par cette raison il n'a pu les engager à envoyer à l'Isle Royalle cette automne les secours dont la colonie avoit besoin, ainsy qu'ils l'auroient pu faire s'ils avoient été asseurés d'un certain proffit, la récolte ayant été assez abondante cette année en Canada pour y pouvoir charger de vivres à la fin d'octobre et au mois de novembre. . . . . .

THE LACK OF SUPPLIES

From Canadian Archives, *CIIB*, XIV, 61-63.

Lettre St. Ovide et Lenormant 24 novembre 1733 à Louisbourg . . . . . La disette dans la quelle cette colonie est réduitte nous

a obligé de faire passer en France une partie des équipages pescheurs ce qui diminuera beaucoup la pesche d'automne et dégarnira la colonie . . . . . les raisons qui nous ont déterminé à envoyer à la nouvelle York, sont la grande disette que nous avons vu par la visitte qui en a esté faitte, et que la colonie se trouvoit sans espérance de pouvoir tirer aucun secours de France et du Canada pendant plus de cinq mois. Les premiers battimens qui nous viennent de France n'arrivant que dans le mois d'avril et ceux qui viennent du Canada ne pouvant nous venir que dans les derniers jours de may au plus tôt. . . . . .

Effects of Failure in Supplies

From Canadian Archives, *CIIB*, XIX, 50.

Lettre de Messieurs de Bourville et Lenormant le 7 9bre 1737 à Louisbourg

Il était temps que la colonie receut du secours, il ne nous restoit uniquement de vivres que pour la subsistance des troupes, tout le monde se trouvant dégarny, la plus part des habitans et des pêcheurs ne vivoient depuis longtemps que de poisson et de quelques herbes que les jardins leurs avoient fournis, la pêche d'automne étoit suspendue ainsy que les autres traveaux qui se font dans la colonie pendant l'automne et l'hiver ce qui causoit un derrangement universel et auroit réduit la colonie dans un estat bien triste dont elle n'auroit peu se relever de longtemps. . . . . .

Supply of Provisions from France Inadequate

From Canadian Archives, *CIIB*, XIX, 112.

Lettre de Monsieur Lenormant à Louisbourg le 28 Xbre 1737

Il faut présentement pour la subsistance des habitans, des pêcheurs et autres particuliers de la colonie chaque année vingt mille quintaux de vivres en farines, biscuits et légumes, il n'est pas possible que les bâtiments de France puissent nous en apporter ordinairement cette quantité, par la raison que ces vivres sont d'un trop grand volume et que le sel et les autres effets que ces bâtiments doivent apporter dans la colonie n'y laissent point asses de place pour y charger encore une quantité suffisante de vivres, d'ailleurs comme les habitans ne peuvent donner qu'un certain prix des vivres à moins s'obérer, les navires trouveront toujours plus de profit à apporter d'autres effets.

LACK OF PROVISIONS HAMPERS TRADE

From Canadian Archives, *CIIB*, XX, 45.

Lettre de Messieurs de Bourville et Lenormant le 25 *octobre* 1738 *à Louisbourg*

. . . . . Nous ne pouvons nous dispenser de vous représenter, Monseigneur, que la dizette de vivres dont la colonie a été affligée depuis deux ans et celles auxquelles elle a été sujette cy devant, ont aporté un préjudice nottable au commerce et à l'establissement de l'isle. . . . . .

COMPLAINTS OF MONOPOLY CONTROL OF SUPPLIES

From Canadian Archives, *CIIB*, XX, 207-211.

Lettre des habitans pescheurs de l'Isle Royalle

26 novembre 1738

Les habitans pescheurs de l'Isle Royalle et particulièrement ceux de Louisbourg ont l'honneur de représenter à Vostre Grandeur que le Sieur Duvivier capitaine d'Infanterie du détachement de la Marine en cette garnison qui fait depuis plusieurs années une partie du commerce de cette Isle au préjudice des habitans, a achetté le printemps dernier la plus grande partie des cargaisons des navires venant de France, se servant pour cest effet de deux de ses frères officiers et du nommé Lascorret son commis qui conjoinctement avec luys travaillait pour cella, ce qui a fait un tort considérable à tous les habitans pescheurs de Louisbourg et nottament à ceux des havres circonvoisins qui ont pour la plus part esté obligés de rachetter de luy des denrées pour leur pesche n'en pouvant trouver ailleurs au prix qu'il a vouleu et a contraint les pescheurs à répondre pour leurs maitres ce qui ne c'étoit jamais pratiqué jusqu'à présent et qui empeschera par la suitte que ces mesmes pescheurs qui se voyent genez par cest endroit ne voudront plus continuer la pesche à l'Isle Royalle pour les habitans et prendront plutot le party de faire la pesche pour leur compte ou d'aller pour les battimens soit à la Grande Baye, Gaspé et ailleurs et par cette mesme raison les habitans pescheurs ne seront plus en état de continuer leur pesche ce qui faira tomber entièrement cette colonie qui ne peut subsister que par la pesche de la morue qui est la base fondamentalle du commerce dans ce pais.

Niganiche qui est un port de cette Isle où on fait la pesche des morues étant assez bien muny des provisions pour le commence-

ment de la pesche d'esté, un des habitans dudit endroit qui avoit pour lors deux de ses battimens dans ledit port et qui savoit que Louisbourg manquoit totalement de denrées pour la pesche y en envoya un avec la plus grande partie de sa cargaison. ledit Sieur Duvivier trouva le moyen par l'entremise de Sieur Carnoyer à qui ce navire avoit esté recommandé d'avoir par prefférance à tous autres ce qu'il vouleut de cette cargaison qu'on déchargeara en partie la nuit, tandis qu'il y avoit beaucoup d'habitans pescheurs de Louisbourg, Lorambec, Baleine et Scatary qui n'avoit pas de quoy faire sortir leurs chaloupes en pesche.

La première cargaison de la Mérique qui est arrivée dans ce port a esté pareillement achettée par ledit Sieur Duvivier et quoy qu'il n'y eut point pour lors de mélasse dans l'Isle pour faire la bière, boisson dont uzent les pescheurs et de laquelle on ne soreroit ce passer, cette dite cargaison fut chargée dans une goualette angloise et envoyée à Baston pour son compte à la consignation du Sieur Morel qui fut envoyé audit lieu par ledit Sieur Duvivier pour arretter aussy pour son compte tous les vivres qu'il y auroit audit endroit, avec l'ordre de former une sossietté avec le nommé Pierre Caneuil, françois reffugié à Baston qui a envoyé dans ce port plusieurs cargaisons de vivres à l'adresse du dit Morel qui a mis le tout en magazin et en a fait la vente payable en argent, ce qui a fait aussy un tord considérable à l'habitant pescheur qui avoit accoutumé d'achetter les vivres eux mêmes des battiments anglois à beaucoup meilleur compte et avoit d'ailleurs la facillité de les payer en denrées de la Mérique et de France sur lesquelles ils trouvoit encore une douceur avec lesdits anglois qui leur prenoit en retour lesdites denrées à quelque choze plus haut que le cours.

Le nommé Renault, capitaine et propriétaire d'une goualette de la Martinique qui est pareillement arrivé dans ce port avec une cargaison de mélasse et guildive qu'il vendit icy, dans ces entrefaittes arrivèrent deux battiments ou ledit Sieur Duvivier estoit interessé chargés pour lors de pareilles marchandises, que fit pour lors ledit Sieur Duvivier, il se servit du prétexte de la picotte qu'on dizoit estre à bord de ladite goualette qui à la vérité y avoit esté pendant le voyage mais quy avoit pour lors cessé, et trouva le moyen de faire chasser ladite goualette de ce havre. ce qui obliga ledit Renault de monter à Quebec, n'ayant peu obtenir la permission de livrer sa cargaison à ceux à qui il l'avoit vendue.

Le départ de cette dite goualette donna lieu audit Sieur Duvivier de faire valoir ses deux cargaisons de la Mérique, à un prix beaucoup plus avantageux qu'il n'eust fait si ledit Renault avoit resté, ce qui a torné au désavantage de l'habitant pescheur qui d'ailleurs avoit à craindre la même maladie des deux battiments dudit Sieur Duvivier qui avoit party de la Martinique du même endroit que la goualette de Renault, il y eut même deux ou trois hommes de l'équipage de ses deux batimens qui moururent à l'hôpital de Louisbourg presque en y entrant.

Le dit Sieur Duvivier a aussy trouvé le moyen d'avoir le détail de la boucherie qu'on a étably dans cette ville qu'il fait tenir dans une de ses maisons faisant agir pour cella le nommé Joseph Duga à qui il en a esté passé un bail de six ans et pour empescher les habitans d'entreprendre la dite boucherie, on a fait mension dans le bail qu'on tireroit une certaine quantité de beufs du Canada pour fournir ladite boucherie l'hiver comme l'esté, à quoy on n'obligera pas seurement ledit Duga, attendeu que cette affaire retomberoit sur ledit Sieur Duvivier qui en est le plus fort intéressé.

Le Sieur Gourville frère du dit Sieur Duvivier fait à peu près un pareil commerce de sorte que l'on ne voit sur les graves que ses deux officiers qui l'épée au cotté achettent et livrent les morues aux capitaines avec quy ils font affaires et auxquels ils font prendre en payement des morues telles qu'ils les jugent à propos, ce qui par la suitte empeschera les dits capitaines de continuer leurs commerce dans cette Isle sy Vostre Grandeur n'a la bonté d'y metre ordre.

Ledit Sieur Duvivier a envoyé un brigantin au petit Degrat qui est un port dans cette Isle à trois lieux de Canceau habitté par les anglois avec lesquels il a traitté pour des morues qu'il a eu pour la charge du sondit bâtiment, et cella sans crainte d'estre prix en contravention, raport à la protection de Monsieur Le Normant; ce commerce est encore très préjudiciable à celuy de Louisbourg attendu que l'introduction de ses morues étrangères fait que le compagnon pescheur a de la peine à trouver à vendre ses morues et est obligé de les donner à un bas prix, dont ledit Sieur Duvivier tire encore un double avantage en les achettant et les faisant prendre aux capitaines à un plus haut prix.

Vostre Grandeur sera pareillement instruitte que l'année dernière dans le mois de May les gouverneur et intendant du Canada don-

nèrent ordre à un batteau qui partait de Québec pour la Martinique de toucher à Louisbourg pour donner avis à Messieurs les Gouverneur et Ordonnateur de cette Isle de prendre leurs précautions attendeu que le Canada n'étoit pas en état de fournir des vivres pour la subsistance de cette colonie, ce batteau arriva dans ce port entre neuf et dix heures du soir, ledit Sieur Duvivier ne manqua pas suivant sa coutume d'envoyer ou plutôt d'aller luy même à bord pour savoir les nouvelles et ayant aprix ce qui ce passoit en Canada le lendemain à la pointe du jour, avant que personne de cedit batteau feut dessendu à terre, il feut dans toutes les maisons où il savoit qu'il y avoit des vivres à vendre qu'il achetta et revendit ensuitte au prix qu'il voulust ce qui est contraire aux sentiments d'un chrétien qui ne doit jamais ce prévaloir en pareille occasion et surtout dans un endroit comme celuy cy où on est obligé de tirer ailleurs tout ce qui concerne la vie animalle. . . . . .

A Louisbourg
[Signed 21 names.]

Difficulties Incidental to Supplies from Quebec

From Canadian Archives, *CIIB*, XXI, 156.

Lettre M. Sabatier 3 7bre 1739 à Louisbourg

Il y a une disposition si oposée entre le commerce du Canada et celuy de l'Isle Royalle que je ne vois pas que l'on puisse absolument se passer de l'étranger pendant que les choses subsisteront de la sorte à quoy il n'est guière possible de remédier que par l'établissement de magasins particuliers à Louisbourg, pour fournir les vivres nécessaires à l'habitant pécheur pendant le courant de l'année au fur et à mesure de ses besoins, parce qu'il n'est point en état de se mettre en provision tout à coup; cette indigence est cause que les batiments qui viennent de Québec, se rebutent du temps qu'ils employent à rester en rade pour attendre la deffaite de leurs denrées motif qui les a retenus ce printemps et qui ne peut que devenir tost ou tard funeste à la colonie. . . . . .

Reliance of the Habitans on Garrison Supplies

From Canadian Archives, *CIIB*, XXXI, 5.

Louisbourg le 4e 7bre 1751

Nous avertissons tous les habitants de quelque qualité et conditions qu'ils soient de se pourvoir incessament de farines et biscuit néces-

saires pour leur traveaux et la subsistance de leur familles dans les batiments qui sont dans la rade de Louisbourg sans qu'ils puissent espérer à en recevoir en vente des magasins du Roy sous quelque pretexte que ce puisse être ny même qu'ils ayent à se presenter pour en obtenir parceque s'ils viennent à manquer ce ne peut être que par leur faute de ne pas profitter de l'introduction que nous permettons et en ce cas ils se trouveroient dans la plus fascheuse situation nous leur enjoignons de se pourvoir et de songer sérieusement à asseurer leur subsistance.

Non signé

FIXED PRICES FOR PARTRIDGE AND RABBITS

From Canadian Archives, *CIIB,* XXXII, 366. Dated 1752.

Ordonnance

Nous faisons très expresse inhibition et deffense à toutes personnes de quelque état, qualité et condition qu'elles soient, d'achetter ou faire achetter des perdrix et lièvres soit pour leur propre consommation ou pour les revendre, à un prix plus haut que celuy de vingt sols la perdrix de bois franc, de quinze sols la perdrix batarde de dix sols la perdrix sapinier et de quinze sols de lièvre à peine de cinquante livres d'amende et à tous chasseurs et autres qui en revendront d'exiger ou recevoir de ce gibier un plus fort prix que les taxes cy dessus, à peine de confiscation de leurs gibiers et de trente livres d'amende ou un mois de prison. . . . . .

A Louisbourg, le septieme de janvier, 1752.

LOSS OF PROVISIONS IN TRANSPORT FROM FRANCE

From Canadian Archives, CIIB, XXXVI, 131-132.

A Louisbourg, le 12 may 1756

. . . . . Il s'en trouvera cinq a six cents quintaux totalement gastées sur ces trois derniers navires. Je feray cependant en sorte d'en tirer quelque parti, en les faisant vendre pour les bestiaux et j'auroy l'honneur de vous rendre un compte plus détaillé, mais touttes les salaisons, les légumes et les beurres de ces batimens sont de bonnes qualités; ils ont été visités exactement, ainsi que les farines, et j'ay trouvé des différances asses considérables sur le poid de chaque barique de salaisons, les capitaines en ont été étonnés car les futailles qui les contiennent sont en très bon état.

Il n'en est pas de même des farines dont la corruption peut provenir de la qualité de bled de Bretagne qui est reconnu trop gras pour être conservé, ou de ce qu'elles ont été choisies trop vieilles, peut être bien trop fraiches, ou renfermées dans des quarts dont le merrein étoit encore vert. Non signé

Lack of Provisions for the Troops

From Canadian Archives, *CIIB,* XXXVII, 191-192.

Je pourrai même prendre encore d'autres arrangements pour donner du ris aux troupes à la place de légumes lorsqu'on ne peschera plus du tout de poisson pendant les trois premiers mois de l'année. Ce sera un correctif pour le salé qu'on leur delivre, et je suis persuadé qu'il y aura moins de malades qu'à l'ordinaire; d'ailleurs les légumes que les troupes ne consommeront point pendant ce tems, me serviront à l'ouverture de la naviguation pour les pescheurs ou pour les matelots qu'on sera forcé de prendre au service en cas d'attaque. . . . . .

. . . . . Je vous prie même Monseigneur, de recommander dans les ports de forcer sur ces premières natures de comoestibles de préférence, car on a des ressources en poisson et par la chasse pour la viande, au lieu qu'il n'y en a d'aucune espèce pour remplacer le pain le boeuf salé, principalement tient beaucoup d'encombrement et n'est point recherché de l'habitant qui préfère le lard, et c'est toujours de cette dernière salaison qu'il faut pour la troupe, cependant, on a besoin de l'une et de l'autre, mais beaucoup moins de boeuf. . . . . Prevost

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B

Supplies from Cape Breton[7]

Manufacture of Bricks

From Canadian Archives, *CIIB,* XXXIII, 296.

Lettre de Monsieur Prevost à Louisbourg le 12 *octobre* 1753

. . . . . Les briques de ces deux établissemens [La Mire, La

[7]The limitations of Cape Breton from an agricultural point of view were obvious as is suggested in the preceding documents. Attempts to improve this situation are indicated in the following extract: "On n'a point l'usage du seigle qui rendroit le pain meilleur et donneroit des pailles pour le long ébergement des bestiaux pendant l'hiver, d'ailleurs ces pailles feroient des fumiers pour amender les terres," Canadian Archives, *CIIB,* X, 23.

Baye des Espagnols] ne paroissent pas d'une qualité parfaite, on incline cependant en faveur de la terre de Mire qui est plus grasse, plus nette et par conséquant plus susceptible de liaison et plus en état de resister aux impressions de l'air que celle de La Baye des Espagnols qui est pierreuse et sabloneuse. . . . . .

DIFFICULTY OF TRANSPORTING COAL TO FRANCE

From Canadian Archives, *CIIB,* XXIV, 118.

A Louisbourg ce 6 8bre 1742

. . . . . Malgré les assurances qu'on me donna l'année dernière que le charbon de terre qui étoit chargé sur le vaisseau du roy avoit pris feu, j'ai encore bien de la peine à le croire d'autant mieux que plusieurs du vaisseau disoient qu'il n'y avoit pas paru de feu, mais qu'on sentoit une grande chaleur, lorsqu'on mettoit la main dedans. Cela n'est point surprenant il en est de même de celuy qui est exposé à l'air. Le feu n'y prendt pas pour cela pour obvier, cependant, à tout accident celuy qui sera embarqué dorénavant sur le vaisseau du roy, sera tiré de la mine un an à l'avance, et exposé aux injures du tems qui diminueront des parties sulfurées, moyenant cette précaution il n'y aura rien à craindre, et j'en chargerai réguliérement tous les ans pour le compte du roy; . . . . . .

BIGOT

POSSIBILITIES OF COAL MINES

From Canadian Archives, *CIIB,* XXXII, 341.

Lettre de Monsieur le Baron d'Huart 10 *7bre* 1752 *à Louisbourg*

. . . . . J'en avois fait faire l'essay à Nantes et je comptois en faire conduire à Bordeaux, La Rochelle et Bayonne. Les mines de ce pais sont asses considérables pour fournir les rafineries de France, et on pourroit se passer de l'étranger pour cet article; ce charbon est encore excellent pour les forges et pour la soudure. . . .

TIMBER IN CAPE BRETON

From Canadian Archives, *CIIB,* I, Pt. 2, 382.

Lettre de Monsieur de Canaque à Louisbourg le 10 *janvier* 1715

J'ay eu toute l'attention possible à remarquer que dans la partie

au nord de la grande Baye de Labrador tous les bois y sont francs et de constructions et les terres capables d'être ensemencées quoy qu'avec quelque travail à cause du défrichement, et que au contraire toutte la partie de l'Isle au Sud de la même Brador ne contient que de mauvais bois de sapins et terres remplis de pierres, il est vray que cette moytié du Cap Breton est plus propre que l'autre pour la pesche des morues et contient entr'autres ports considérables ceux de Louisbourg et de Saint-Pierre.

Location of Timber in Isle St. Jean

From Canadian Archives, *CIIB*, VIII, 6-7.

Louisbourg le 28 novembre, 1726

Mats de pin, dont l'isle St. Jean abonde, et dont le terroir d'un sable rouge gras doit produire de belle et bonne mature, nous sommes persuadés que ceux qui se trouvent sur le bord de l'eau sont plus spongieux et moins chargés de la gomme qui fait la bonne qualité de ces mats, mais ceux qui seront pris un peu éloignes du bord des Rivières seront de bien meilleure qualité tous les charpentiers acadiens qui s'en sont servis nous en ont dit des merveilles.

St. Ovide de Brouillan
Le Normant de Mezy

Cape Breton Cannot Supply Timber for West Indies

From Canadian Archives, *CIIB*, IX, 8.

A Louisbourg le 15 Xbre 1727

. . . . . Monseigneur nous avons lu et examiné avec attention la lettre que vous nous avés fait l'honneur de nous escrire pour le commerce à lier de cette colonie avec les Isles de l'Amérique au sujet des bois à batir, planches, essantes, mérain, et poisson sallé, nous avons communiqué les veues de Monseigneur à nos meilleurs habitans et les avons engagés à entreprendre de commerce, ce que quelques uns ont desjà fait, ils ont chargé icy des morues seiches, et vertes, huilles et harang, qui est tout ce que produit cette colonie, et qui ne peut pas faire le commerce des bois, par la grande chèreté ou il est à cauze des journées et transport, le Canada pour mieux faire ce commerce, les bois y estant les trois-quarts meilleur marché qui cy. . . . . .

St. Ovide de Brouillan
Le Normant Demesi

SHIPBUILDING TIMBER IN CAPE BRETON

From Canadian Archives, *Dartmouth Papers,* I, No. 900. Written 1773.

The Island of Cape Brittain is principally forrest lands, here grows the greatest quantity of a species of Timber called by us black Birch this wood is Firm, close Grain, and colour like Mohogony but stronger and more substantial it is us'd here in shipbuilding and has been found to be more durable than oak especially for such parts of vessels as are under water for Plank etc. It has been experienced here that wharfs where this Timber has been used with others remain now as sound as at first and what is something peculiar tho the worm has eaten to a honey comb every other sort of timber used in the construction of wharfs this remains untouched it grows in Form and shape much like the Oak the bigness commonly nine to twelve feet Girth the main stock grows generally from twenty to thirty feet before it branches into Boughs which are large at the Joining of the main stock and making excellent knees, the next useful timber for shipping is the black spruce. This Tree affords excellent Masts for small vessels it seldom grows to above two feet in diameter but would serve for Topmasts for the largest vessels it is exteemed much stronger than Pine. — There is some Pine but upon the Sea Coasts from Cape Sable to Louisbourg the Storms of wind from the Sea as the Pine towers above all other Trees suffers much by breaking their tops or otherwise by twisting and shakeing their bodies so that the lower parts of the stock are full of shakes often times from ten to twenty feet up which spoils it for a mast but above the Sprains they have often fifty or sixty feet fit for Plank these are the principal usefull Timbers in the Island there are some Oaks also interspersed here and there among the woods.

Letter to Lord William Campbell in respect to reservations of timber land. 26th Oct. 1773.

C

SUPPLIES[8] FROM PRINCE EDWARD ISLAND

Plague of Mice[9]

From Canadian Archives, *CIIB*, X, 90.

3 novb. 1728

. . . . . J'ay veu avec peine le dégast que des petits animaux manières de rats, ont fait sur les bleds de ses misérables habitans, ils ont été contraints de mettre la charue dans les champs où estoient leurs bleds et leurs poix, je ne say comment ses misérables pourront subsister cest hyver, j'ay ordonné à M. de Pensens d'envoyer au petit printems à l'Acadie pour achetter 25 ou 30 bariques de bled pour leur semence.

A Louisbourg. St. Ovide de Brouillan

Isle St. Jean as a base for Cape Breton

From Canadian Archives, *CIIB*, XI, 58.

Isle Royalle à Louisbourg ce trente Novembre 1730

. . . . . Par la comte qui m'a été rendu de la Récolte de l'Isle Saint Jean, il me paroit que cette Isle sera d'un grand Secour à celle de l'Isle Royalle, le Port la Joye Seul doit avoir produit environ deux cens cinquante Bariques de tous grains et l'on m'assure que les semences seront augmentées du quart l'année prochaine. Il y a trois ou quatres habitans à Malbecq dont deux ont cueilly quarante bariques de tous grains cette récolte[10] a donne lieu à plusieurs accadiens à se déterminer pour ce port que l'on dit être des meilleurs pour la culture des terres et en même tems à portée pour la Peche laquelle auroit été bonne au havre Saint Pierre, si le Sel n'y avoit pas manqué, Les habitans à ce qu'ils m'ont tous dit auroient faits trois cens quintaux à chalouppes c'est un cruel contre coup pour les Misérables.

Bourville

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[8]See D. C. Harvey, *The French Régime in Prince Edward Island* (New Haven, 1926).

[9]"les habitans de cette Isle ont été affligez cette année par une quantité si prodigieuse de mulots que non seulement les campagnes à bled mais encore les prairies et même les jardins en ont été entièrement détruits," Canadian Archives, *CIIB*, XX, 157.

[10]Other ports produced, Tracquady 30 barriques, Le Harve a l'anguille 30, Port Saint Pierre 50.

LOSS OF CROPS

From Canadian Archives, *CIIB,* XX, 97.

Lettre de Monsieur Lenormant à Louisbourg ce 28 *octobre* 1738

. . . . . Comme les grains de tous les habitans de cette Isle ont esté entièrement perdus, il a falu encore pourvoir à leur faire avoir des semences pour l'année prochaine, l'Accadie estant le seul endroit d'où on en puisse tirer, Monsieur Duchambon s'est engagé d'y envoyer la goelette et de prendre les mesures nécessaires pour en avoir six cents boisseaux en bled, froment, pois et avoine, et pour le mettre en état de faire cette dépense je luy ay fait avancer six cents livres par le trésorier. . . . . .

FAILURE OF AGRICULTURE IN CAPE BRETON

From Canadian Archives, *CIIB,* XXIII, 22.

Lettre de Messieurs Duquesnel et Bigot à Louisbourg le 17 *octobre,* 1741

. . . . . Il est vray qu'on ne peut compter sur le produit des terres de l'Isle Royalle et que ce seroit même vouloir vous abuser que de vous donner des espéranees à cet égard, non seulement à cause de la mauvaise qualité des terres, si on peut en admetre, mais encore par l'intempérie du climat qui est continuellement brumeu pour l'ordinaire pendant l'été, ce qui empêche les grains de murir. . .

INADEQUATE AGRICULTURAL TECHNIQUE

From Canadian Archives, *CIIB,* XXXIII, 323-324.

Lettre de Monsieur Prevost le 31 *octobre* 1753 *à Louisbourg*

J'ay remarqué depuis que je sers dans cette colonie que les grains y dégénèrent, il en est de même en Canada, les terres s'y appauvrissent tellement de leur substance faute d'engrois, que les récoltes ne rendent pas souvent la moitié de ce qu'on en espère, et il est à presumer qu'il en arrivera autant à l'Isle Saint Jean si on n'a pas le soin dès le principe des établissements de mettre les habitants dans l'usage de fumer les terres, d'en conserver en repos de trois années au moins une, et de leurs faciliter ces arrangements par les défrichements dont je viens de vous parler par des bestiaux et par une étendu suffisante de terrein dans les concessions.

Il est encore un autre moyen, Monseigneur, d'évitter les dizettes et de prévenir tous les événements facheux par rapport aux récoltes,

il consiste à renouveller les semences de trois ans en trois ans, par du bled de Canada pour les premiers approvisionnements, et si celuy de l'Isle Saint Jean acquiert enfin toutes les qualités qu'il faut à de bon froment. . . . . .

Loss through "bled noir"

From Canadian Archives, *CIIB*, XXXIII, 100.

Louisbourg le 7 novembre 1753

J'ay receu hier une lettre de Monsieur de Bonnaventure par laquelle il m'apprend que la récolte des habitans de l'Isle Saint Jean n'est pas aussy abondante que l'on s'en étoit flatté par la quantité de bled noir qui s'est trouvé dans le froment, l'on compte que cela occasionne plus d'un tiers de perte, malgré cela, ces habitants retirent six, sept jusque à huit pour un de leurs sémences; tout ce qu'ils ont fait de jardinage y est parfaitement venu, un seul habitant a apporté à Louisbourg cette annee cinq mille pieds de choux, et cent barriques de navets.

Daillebоust

Failure of Supplies

From Canadian Archives, *CIIB*, XXXVII, 50.

Lettre de Mrs. de Drucourt et Prevost 10 *decembre* 1757 *à Louisbourg*

Ce secour est indispensable pour empêcher les habitants de l'Isle Sain Jean de mourir de fin, ils sont dans la plus triste position depuis deux ans, et s'ils ne sont pas en état d'ensemencer pour faire des récoltes l'année prochaine, ils resteront absollument sans ressources pour la vie. . . . . .

Memoire sur l'Isle Saint Jean[11]

From Canadian Archives, *CIIB*, I, Pt. 2, 676-681.

La terre de l'Isle Saint Jean est éprouvée et les anciens habitans comptent qu'elle produit ordinairement de huit à dix pour un.

Il a passe sur cette Isle beaucoup d'habitans de l'Accadie qui se sont establis et qui y ont mesme desja deffriché. ils estiment la

[11] A very valuable document, "Census of Sieur de la Roque 1752," will be found in the *Report on the Canadian Archives*, 1905, II, 3-165.

terre aussy bonne que celle de l'Accadie et disent qu'ils aimeroient mieux rester sur cette Isle. . . . . .

Il est d'autant plus essentiel de leur donner ce secours que pour peu que les habitans establis au Port LaJoye et Rivières circonvoisines augmentent en bestiaux, ils seront obligés d'avoir recourse aux prairies hautes pour les faire subsister, article d'autant plus essentiel que Louisbourg ne pourra s'assurer une boucherie qu'autant qu'il tirera des bestiaux de l'Accadie ou Isle Saint Jean, je crois même que dès à present on pourroit staler sur vingt-cinq ou trente boeufs par an pris à l'Isle Saint Jean, quoy que les habitans venus de l'Accadie ayent perdu la plus grande partie de leurs bestiaux, soit dans leur transmigration, soit sur l'Isle même par le grand hiver qu'ils ont essuyé l'année dernière, soit pour avoir manqué de fourage n'ayant pas eu le temps d'en faire à leur arrivée, perte d'autant plus considérable pour eux que c'étoit tout leur avoir, et que par la perte qu'ils ont faite de leurs brebis, ils se trouvent privez de leurs toisons dont ils font usage pour faire des étoffes pour s'habiller, ce qui ne pourroit se réparer qu'en leur faisant distribuer des laines brutes qui leurs serviroient à cet usage, le même argent qu'on employe à achepter des étoffes pour eux étant employe en laines, leurs fourniroit plus abondamment de quoy s'habiller, je penseroit même qu'il faudroit en employer une partie en gros lain filé ou non filé, la toille est un object pour eux lorsqu'il faut l'achepter, ils la font eux-même, ce qu'ils ne peuvent faire dans un nouvel établissement faute de grain ou de terre défrichée . . .

Tracadie

Tracadie sur la mesme Isle produit aussi des grains, la terre y est un peu moins bonne et les habitans y font quelque pesche, mais ce n'est point un objet qui puisse estre prejudiciable, d'autant que la pesche n'y donne que dans le temps qu'ils ne peuvent travailler aux terres et qu'ils n'en font que pour aider à leur subsistance et le surplus leur sert pour leur entretien.

Saint Pierre du Nord

Il y vient aussi des grains dans cette partie mais c'est la terre la plus ingrate de toute l'Isle, il y a quelques anciens habitans qui y font la pesche, elle est même asses abondante, ce qui aide à ces habitans à subvenir à leurs besoins pour la vie et l'entretien, ce qui engage quelques marchands à leur porter le nécessaire, ils élèvent des bestiaux et leurs chalouppes leurs servent à tirer du fourage des rivières

voisines et à faire leurs bois de chaufage qu'ils sont obligés de tirer de loin, la pêche ne s'y fait point dans une saison qui puisse préjudicier à la culture des terres, ce havre est sujet à difficulté et sa position sembleroit exiger qu'il y eut un officier résident avec un petit détachement.

Malpec

Le port est grand et seur, il y a trente deux familles qui cultivent la terre qui est très bonne, ce sont tous d'anciens habitans qui ont de la peine à subsister par les différens fléaux qu'ils ont essuiés comme mulots, sauterelles, et le bled échaudé, ils ont bien la terre deffrichée mais pas asses pour se garantir de ces fléaux que la proximité des bois produit. . . . . .

Sans lieu ni datte.

Fishing vs. Agriculture

A

From Canadian Archives, *Dartmouth Papers,* XII, No. 2584.

Observations on the Island of Saint John in the Gulf of St. Lawrence, briefly setting forth the advantages which must arise from the settlement of it to Great Britain

. . . . . Fishing is so enticing an Employment, that the Common People can scarcely refrain from it for a sufficient Time in the year to raise themselves a little Bread; and the Propensity to trade has already taken such possession of their Minds, that as soon as the meanest artisan acquires either Money or Credit enough to purchase a share in a Vessel, he quits his Vocation and commences Trader or Fisherman. . . . . .

To the Earl of Dartmouth

B

From Canadian Archives, *P.E.I.A.,* I, 154-155.

Charlotte Town 24th Oct. 1770

The French Inhabitants have for some years past been mostly maintained, by a few British Subjects here, who have employed them during the summer in the fishery, and have been paid their wages in cloaths, Rum, Flower, Powder and Shot, with the last articles they kill as many Bears, Seals, and wild fowls as serve them for meat, the Seal Oyl they call their Butter and use it as

such. By this means agriculture has been so much neglected, there is not one bushel of corn raised by all the French Inhabitants on the Island.

There are a few British families who have raised some; . . . . . To the Earl of Hillsborough.

WALTER PATTERSON (Gov.)

D

SUPPLIES FROM NOVA SCOTIA

SMUGGLING TO CAPE BRETON

From Canadian Archives, *N.S.A.*, IX, 142-144. Written 1718.

That vessels from Cape Britton, Spring and Fall come to Mines which is about twenty Leagues higher in the Bay of Fundy than wee are and the greatest settlement for the growth of corn att Present in this Colony. The French from Cape Britton, bring Wine Brandy and Linnings which they can afford Four pence and Six-pence in a yard cheaper than our Traders can Possibly doe. And take from thence nothing but wheat and cattle which they kill there and salt up, and from Chignecto which is twenty leagues Higher in the Bay than Mines. They drive cattle over to Bay Vert and from thence transport them which is not only a great Detriment to our Traders who cant sell their goods but will raise the Price of Provisions and impoverish the Collony, or att least make it of more benefitt to France, then to us if not hinder'd, who likewise carry all the small Furrs they can out of the country which they Gett in great quantitys. The French Inhabitants who are settled up and down in the Colony haveing the sole Trade with the Indians and what our Traders gett is intirely from the French; The Indians now selldome comeing near us, and who have allmost to a man been att Cape Britton this Summer, and as they give out for Presents they expected there. . . . . .

There being att this time two sloops sail'd from Minis wth severall hundred Bushells of wheat and severall Heads of cattle to Great [Cape?] Britton the owners of which were so insolent to tell our Traders that came in there wth their Cargoes that they had nothing to doe there and that they would be both there again in the Spring

for more wheat which is so true that the inhabitants of Minis are dayly thrashing their corn to gett their loading ready at their return. . . . . .

Annapolis Royall
Novemr yr 15th, 1718.

John Doucett

From Canadian Archives, *N.S.A.*, XI, 10.

Annapolis Royall
Jany Ye 15th, 1719-20

The French still continue their clandestine tradeing to the great detriment of this Colony and as I am informed there is another sloop now building att Minis to carry of in the Spring wth Provisions etc to Cape Breton where they sell their sloop and cargoe, (as they have lately done two, one of Sixty Tun, and one near fifty), and return for more by Bay Vert, and bring French Commodity's Back in short, Sir, if they are suffer'd another year, to drive their cattle some over land to Cheboneto, and there taken in to be transported—to Cape Breton and others transported—wth quantitys of wheat from Minis, the Colony will feel a very sensible blow, besides no trade or Vent for English commoditys. . . . . .

John Doucett

To His Excellency Genll Phillips.

Acadians Trading with Cape Breton

From Canadian Archives, *N.S.A.*, XVII, 33-34.

The latter [people of Cape Breton] as often as they want fresh Provisions or any thing else of the produce of Nova Scotia, they send their vessels to two or three convenient places in the Bay of Verd on the coast of Nova Scotia, there leave them, and go by Land to our Plantations, where they buy up most of our cattle, Flower and Furrs, by which our garrisons, and Traders suffer considerably, then they Drive them through the woods to their Vessels, and carry them to Cape Britton: The Inhabitants of Nova Scotia likewise have about Twelve Vessells of their own, with which they follow the same Trade and pass and repass within three Leagues of Canso . . . . . When I have been cruizing on the Banks and sent express into Louisbourg by any commanding officers have seldom failed of meeting their Vessells some laden with cattle some with Boards Shingles etc and others with Beef, Pork and

other Provisions bound for Cape Britton tho cleared out for Canso and particularly last August I saw Ten New England Sloops and schooners and one Ship in the Harbour of Louisburg, all to be sold to the French both vessells and cargoes; which Occasioned such plenty of fresh Provisions there, that the Price of one sheep at Canso was Equivalent to that of two at Cape Britton; and at the same time arrived four Vessells from Nova Scotia, which brought Eighty odd Oxen and Cows great Store of sheep, and other fresh Provisions, and a great quantity of Furrs; being thus furnished with vessells, and the Timber of Nova Scotia to build others, Cape Britton affording neither Timber nor Provisions, they are enabled to vie with us in the Foreign Fish Trade, and reap as much benefit from Nova Scotia as if they were still Proprietors thereof. . . . . .

Recd) March 24th
Read) 1725/6

JOHN BRADSTREET

From Canadian Archives, *N.S.A.*, XXV, 135-136. Written 1741.

Could not prevent those of Cape Breton who were in great want of these commodities to resort to the many uninhabited harbours on our Eastern coast and Bay Verte where by means of a communication by land with the settlements of Minas and Chignecto they drew from those places whole droves of cattle and other Provisions, in which they were assisted with the french Inhabitants and it is strongly presumed were supported by our English Traders whom the desire of gain prompted to this unlawful and att this juncture so pernicious a trade. . . . . .

P. MASCARENE

Annapolis Royall
23 Novr 1741.

SHIPBUILDING

From Canadian Archives, *N.S.A.*, XXVI, 35-36.

Canso, Sept. 2d, 1743

At a river called Picton [Pictou?] in Nova Scotia in the Bay of Vert the French in the fall of the year go from Lewisburg, St. Johns and other Places, winter there and build vessells, cut Oak timber and a large quantity of fine large Masts and carry them off

before the man of war arrives here in the Spring without which Timber they could not well build nor go on with their Fortifications and Fishery as they do. . . . . .

E

Supplies from New England

Trade at Canso

From Canadian Archives, *CIIB*, II, 175-176.

Conseil

M. de St. Ovide au Port Toulouze 30 *novembre* 1717

Le Sieur de la Ronde qu'il avoit envoyé à Canceau pour avoir connoissance du nombre des habitans françois et anglois qui y sont établis et du commerce qui s'y fait luy a raporté que les françois sont au nombre de six, qu'ils y font la pêche et peuvent avoir environ cent matelots à leur service; le principal de ces habitans est un nommé Petit par Acadien qui compte être dans cet endroit sous la domination des anglois, il commerce avec eux et son batteau est actuellement à Baston.

Les habitans anglois sont au nombre de cinq et y sont les maitres, il y avoit une frégatte de dix huit canons chargée de morue qui devoit partir pour Livourne. Cet endroit luy paroit un veritable archipel, il s'y fait toute sorte de commerce sans qu'on y puisse remédier n'étant point décidé à qui il doit apartenir . . . . . .
Fait et arresté le 16^{e} Aoust 1718.

L. A. de Bourbon
Le Marechall D'estrees

English Trade at Louisbourg

From Canadian Archives, *CIIB*, VII, 138-140. Written 1725.

Requeste Représentations que les habitans de l'isle Royalle et les capitaines des vaisseaux qui y font la traitte cette année. . . . . .
Premièrement; il est seur, Messieurs et vous êtes prévenus que les anglois sous prétexte d'apporter certaines marchandises, qui véritablement ne feroient aucun tord à celles qui viennent de France, en glissent avec cella plusieurs autres qui nous sont préjudiciables comme bray, goldron, sel, beuf, lard, tabac, mesme quelques étoffes, etc.

Ils ne ramportent aucune de nos marchandises en troque des leurs et ne demandent que de l'argent, ils l'ont rendu si rare que nous ne voyons plus un sol dans le pays ou le commerce faute d'espèces est devenu triste et difficile.

La quantité de beufs, moutons, oyes, poulles et autres vivres qu'ils apportent fait que plusieurs qui se trouvent quelque argent en mains en achettent de quantité sans songer à leurs créanciers qu'ils frustent d'une partie de ce qu'ils leur doivent pour en faire un peu meilleur chair.

Les briques, planches, bardaux et autres choses nécessaires pour bâtir qu'ils apportent, mettent certains gens en goût de bâtir et laissent leurs créanciers en arrière ce qui fait que bien que ces vaisseaux ne rapportent pas en France la moitié du provenu de ce qu'ils en avoient tiré en partant.

Quoy que les anglois ayent apporté icy beaucoup de vivres, il est seur néanmoins qu'il y en auroit eu assez dans le pays sans leur secours, et ils ont cependant fait un tord si considérable au commerce du Canada, que tous ceux qui l'ont fait cette année y perdent beaucoup ce qui décourage les uns et met les autres hors d'état de la continuer ce qui seroit un préjudice notable dans le pays, d'ailleurs, Messieurs, l'abondance que les anglois mettent dans cette colonie n'est favorable qu'à certains particuliers qui se trouvant en espèces achettent de ces gens là et ne vendent pas pour cela à meilleur marche au publique.

Nous espérons, Messieurs, que vous voudrez bien prêter attention à nos raisons et mettre à cet abus le remède que votre prudence vous dictera.

[Signed 19 names]

Cette Requeste fut présentée a Monsieur de Saint Ovide vers la fin d'octobre 1725.

CHARACTER OF ENGLISH TRADE AT LOUISBOURG

From Canadian Archives, *CIIB*, XII, 35.

A Louisbourg le 25e 9bre 1731

Il est venu dans ce port depuis mon arrivée trois ou quatre petits batiments anglois dont leurs cargaisons estoient composée de planche, de Brique, dont l'Entrepreneur a icy très grand besoin, de Bestiaux, Moutons, Vollaille, bledinde Pommes, Navaux et

oignons: la disette dans laquelle est la Colonie de ses sortes de choses m'a déterminé à donner la liberté à ses anglois de vendre ses petites cargaisons.

St. Ovide de Brouillan

Canso as an entrepot

From Canadian Archives, *N.S.A.*, XX, 134. Written about 1731.

Humbly Representeth

That there is at present a great trade carried on by the French in the Harbour of Cansoe who come from the Island Gaspye and Cape Breton, and sell great quantities of Martinico Rum, Molassus and sundry commodities from old France as Brandy, Wine, Linnens, etc to the Fishermen at Cansoe and who come there yearly from other places and barter those commoditys for Fish caught by the English which enhances the price of Fish and also proves a very considerable Detriment to the ships which yearly come from England in order to purchase their cargoes of Fish there not only by the French getting part of ye fish for those contraband commoditys but also is a manifest Loss to those Brittish ships who cannot sell the lawful commoditys they bring with them in order to purchase fish ye People at Cansoe being continually stock't by the French so Yt the advantage which might accrue from our own and Plantation commodities is lost thereby as well as Ye French being enabled to purchase the greatest Quantities of Fish and supplying the Marketts in the Mediterranean therewith and more especially Italy which is yearly overstock'd with fish brought thither in French ships tho great part of it is caught by our own people as above . . .

Meml from sevl Masters of ships trading to Canso

Supplies Ordered from New York

From Canadian Archives, *CIIB*, XIV, 49. Dated 1733.

Ordonnance

Nous gouverneur et commissaire ordonnateur en l'Isle Royalle, attendu le pressent besoin dans lequel se trouve la colonie par le manque de vivres et vu la nécessité d'envoyer à la nouvelle Angleterre un battiment pour faire l'achapt des farines qu'il faut pour la subsistance des habitans de ladite colonie, nous aurions fait assembler le corps des officiers et autres employés au service du

Roy auxquels nous aurions donné une entière connoissance de la disette dans laquelle le pais se trouve réduit et leurs aurions proposé de fournir une somme de sept mille cinq cens livres pour servir à envoyer un battiment à la Nouvelle York y achetter des farines et les raporter à Louisbourg, à laquelle proposition ils se sont tous portés de bonne volonté. . . . . .

Fait à Louisbourg ce 8 octobre 1733

NEW ENGLAND TRADE

From Canadian Archives, *CIIB*, XXII, 207.

Lettre de M. Bigot a Louisbourg 17 10*bre* 1740

On ayt souffert le débarquement de farine, quinquaillerie, morue provenant de la nouvelle Angleterre, nous avons seulement permis celuy des pelleteries, de quelques quinteaux de morue et de farine venants de l'Acadie pour laquelle on a des ménagements et qu'on ne regarde point comme colonie étrangère, cela s'est pratiqué aussi jusqu'à présent. . . . . .

TRADING RENDEZ-VOUS

From *ibid.*

Lettre de M. Bigot a Louisbourg 7 9bre, 1740

Au petit Degrat qui n'est éloigné que de deux ou trois lieues de Canço, il y visiteroit les chaloupes françoises qui en viennent il en prendroit quantité il entre, Monseigneur, dans la colonie toutes les années un nombre considérable de morue angloise, de lards, goldron, bray et farine. . . . . .

Je donne tous mes soins pour engager l'habitant à construire mais je ne peux y réussir par l'avantage qu'ils trouvent à achetter des batiments anglois; ces achats leur procurent la défaitte de leurs guildive et mélasse, aussi si cela fait tort à la construction cela fait un bien de l'autre coté pour le débit des carguaisons qui viennent des isles. . . . . .

METHODS OF PROSECUTING TRADE TO NEW ENGLAND

From Canadian Archives, *CIIB*, XXIV, 80.

A Louisbourg le 4 mai 1742

Ce seroit une depense peut-être inutile y ayant des ordres précis de la cour d'Angleterre n'en laisser sortir aucun comestible sous peine de la vie; peut-être même que les circonstances présentes

engageront les gouverneurs de renouveller ces deffenses à notre sujet, mais en envoyant des bateaux particuliers sous prétexte de relache qui avertiroient les commercants anglais de notre situation. Je ne doute pas qu'ils ne nous portent du secours pour gagner de l'argent, hormis que la récolte n'eut manqué ches eux ce que nous ignorons. J'ai engagé un particulier d'armer un bateau pour la nouvelle yorck, je comte qu'il aura un passeport anglais par un interest qu'il donne dedans à un officier de Canceau, je luy ai conseillé de le faire pour qu'il fut à l'abri de confiscation et que nous eussions un peu quelques vivres en attendant mieux. Il arriva ici il y a quelques jours un batiment des isles dont le capitaine m'avoit promis de partir sur le champ pour la Nouvelle Yorck ou Boston, il a changé d'avis craignant d'être confisqué, il m'a assuré que tous les français qui avoient permission des gouverneurs et intendants des isles d'aller chercher des vivres dans la nouvelle Angleterre naviguoient sous deux passeports qu'autrement ils ne s'y hazarderoient pas . . . . . .

Bigot

Extent of Trade to Louisburg

A

From Canadian Archives, *N.S.A.*, XXVI, 50-51.

6th Decr 1743

The fish taken during the Time of my being there was well cured, Husbanded and dryed, but all sold to Ye French, there was but little or no Trade carried on at Canso, but in a Smuggling way from Lewisburg . . . . . the French I understand have for many years carried on an illicit Trade with his Brittanick Majesty's Subjects of Nova Scotia unmolested, soon after I came to Canso being informed of this I sent out Vessels and took one of them, they supply the Nova Scotians from Lewisburg with Spanish Iron, French Linnens, sail Cloth, Woollen cloths and almost all sorts of goods with Rum, Molasses, Wine and Brandy and this in considerable quantitys, the Inhabitants being computed to be 20,000 great and small, besides this there is so great an illicit Trade carried on by the People of Massachusets Bay and New Hampshire. . . . . .

Robert Young
Captain of H.M. ship the Kinsale

B

From Canadian Archives, *N.S.A.*, XXVI, 30-33.

Canso ye 1st of Septr, 1743

After your departure the sloops, schooners and other vessels some now at this place and others going daily from some part or other of His Majesty's Plantations, besides 18 sail we know to be at Lewisburg at this time, will without any Restraint Load and carry from thence to several Ports in his Majesty's Plantations, Brandy, Wine, Iron, Sail cloth, Rum, Molasses and several other French commoditys with which there is from 80 to 90 sail generally load with in a year, these vessels generally carry lumber Bricks and live stock there, they commonly clear out for Newfoundland tho never design to go farther than Lewisburg, often they sell their vessels as well as cargoes there, and are paid for all they sell in the abovemention'd goods, nay many of them carry considerable sums of money likewise to purchase them therewith the fish caught last year, and this and cured at Canso were intirely sold or, however, the most Part of them to the French, for which they have little or no money for, but the above-said goods, so that at a moderate computation they yearly carry from Lewisburg 6,000 Hhds of Rum and Milasses, besides the Brandy etc few or none paying any Duty, even for the Rum and Molasses but run their cargoes in some Port or other of His Majesty's Plantations.

Thro the Gut of Canso the French have for many years traded unmolested with his Majestys subjects of Nova Scotia in French bottoms without any regard to the Treaty of Peace subsisting between the Crowns of Great Britain and France. . . . . .

They in a clandestine manner supply the French at Lewisburg and St. Johns with 6 or 700 Head of cattle, and about 2000 sheep in a year in short Lewisburg in my opinion would starve if it was not for them, tho' at the same time they do this Our garrison at Annapolis Royal and Canso, which is in their Neighbourhood are in great want and can gett neither Beef nor Mutton but at Great Expences from New England, the Accadians before mentioned have their woollen and Linnens and most of the Necessary they want from Lewisburg, and are in a manner dependant on the French tho' they live in Nova Scotia. . . . . .

HIBBERT NEWTON

Purchase of English Boats

From Canadian Archives, *CIIB*, XXV, 15.

Mrs. Duquesnel et Bigot, Louisbourg, 25 8bre, 1743

. . . . . La vente des battiments anglais est nécessaire dans la colonie, comme nous avons eu l'honneur de vous le marquer les années dernières pour procurer le debouché aux cargaisons qui viennent des isles, ce commerce soutent seul la colonie. . . . . .

Avoidance of Regulation Prohibiting Trade

From Canadian Archives, *CIIB*, XXV, 187.

Louisbourg 27 9bre, 1743

. . . . . Ce fournisseur avoit acheté à la nouvelle Angleterre lesd. 4000 quarts il n'a pu luy en parvenir que 16 à 1700; les gouverneurs de Baston et de la Nouvelle Yorck ayant empeché la sortie des 2400 restants qui étoient déclarés pour Louisbourg, sur la nouvelle qu'ils eurent, de la part de la cour d'Angleterre, par une corvette partie en 7bre de se tenir sur leur garde; ce qui faisoit croire dans la nouvelle angleterre la guerre sure avec la France. Le fournisseur anglais, qui est ici, m'a dit, que s'il avoit été sur les lieux, il auroit bien trouvé le moyen de les faire sortir; il les auroit déclaré pour Plaisance; . . . . . .

Bigot

English in the West Indies Trade

From Canadian Archives, *CIIB*, XXV, 107.

Louisbourg le 30 juin, 1743

. . . . . Il se fait à la Martinique et à St. Domingue un commerce étranger considérable, qui fait grand tort à nos armateurs. Les anglais y portent des morues en quantité, et ont la préférence pour l'achat des rhums et des mélasses. Il y a encore actuellement à la Martinique trois battimens d'ici qui y sont depuis le mois de novembre, sans avoir pu se charger de ces liqueurs, pour faire leur retour; ils sont témoins que les anglais y chargent sur le champ, et s'ils ne viennent pas eux mêmes les chercher, ou les leurs porter à St. Eustache, ou l'on prend des expéditions pour St. Martin où l'on ne va qu'en relache.

La moitié des battimens qui naviguent à la Martinique et à St. Domingue naviguent sous deux pavillons ayant capitaine français et anglais. . . . . Bigot

FRESH PROVISIONS FROM THE ENGLISH

From Canadian Archives, *CIIB*, XXIX, Pt. 1, 186.

A Louisbourg le premier decembre 1750

Je ne crois point qu'il se trouve de déchet ny d'avaries considérables sur les salaisons et sur les légumes ce tout a été bien conditionné et l'embarquement des légumes s'étant fait en futailles ils n'ont point été jusqu icy susceptibles de mauvaises odeurs de façon que le déchet ne peut être occasionné pour cette partie que par les rats qui font plus de ravages que jamais dans les magasins et sur les salaisons par deffaut de saumure sur quelques quarts qui en ont manqués pendant la traversée. . . . . .

Les habitants n'ont point été dans le cas de recourir aux étrangers pour la subsistance, si ce n'est pour quelques volailles, viandes fraiches et autres petits rafraichissements, que le pays ne produit point dont on ne peut se passer et qu'on ne peut absolument tirer que de l'anglois; . . . . . .

PREVOST

CLANDESTINE TRADE

From *Importance and Advantage of Cape Breton* (London, 1746), 118-121.

These Disadvantages arise from a destructive Clandestine Trade carried on between our Settlements on the Continent of America, and the French at Cape Breton, to the great Detriment of Trade in general and to the Support of our common Enemy.

This Clandestine Trade, carried on from most of the English Settlements between Virginia, and Nova Scotia, consisted in the furnishing of Cape Breton with Warlike Stores and Provisions of the Plantation Produce. For this Purpose, near an Hundred Sail of decked Vessels were every Summer employed in transporting Tar, Pitch, Turpentine, Rosin, Timber, Plank and Boards: as also Beef, Pork, Butter, Cheese, Bread, Flower, Cyder, Apples, Onyons, Corn, Horses, live Cattle of all kinds, and great Quantities of Cabinet Makers Goods, to our Rivals in Trade. By these means the French not only constantly supplied their Fishery in this Neighbourhood, but also had such a Surplussage that from hence they supplied their West Indian Islands with these Articles. Nay the English many times so glutted the Markets, that they were frequently obliged to sell at Cape Breton, at a Price under what the Goods had cost them at home: And in this Case their Advant-

age was to be made on their Smuggling Goods into our Colonies at their Return. For these People were chiefly paid in Brandy, Wine, Oyl, Sailcloth, Cordage, Iron, Rum, Molasses, Sugar, Coffee, Indigo, Drugs, East India Goods, &c. the Manufactures, Product, or Trade of Old and New France; which they sold again clandestinely among our own Colonies at their Return. This double Advantage was so great to the French, that though the traffick between the two nations was seemingly prohibited; yet they not only winked at, but encouraged it; as they have always done the Exportation of Wool from hence. . . . . It has been affirmed that our Clandestine Traders went so far, as to Barter Warlike Stores and Provisions, and even Vessels and ships of all Dimensions, from 50 to 400 tons, against the commodities above mentioned, which they had from the French; several of which Articles, viz. the meanest of their Rum, Molasses, and Sugar, the French would have found no other Vent for, had not our People thus taken them off their Hands: They must otherwise have been let out to run down their Streets; as has been (if I am rightly informed) fully proved at the Bar of the House of Commons. Now from this Practice, it is evident, that the French were supplied with Provisions, &c. for carrying on their Fishery at a much cheaper, easier, and more certain Rate, than they otherwise could be: By which means, they were enabled to undersell us in that Commodity, whereever they came.

This Island was likewise the Place of Rendezvous for all the French ships that passed to and from Old France; and the East as well as West Indies, the South Seas, or on any occasion crossing the Western Ocean. Their Ships in like manner, coming home from any of their Sugar Islands, and being obliged to stand to the North-west, for the Benefit of the Gulph Stream and North Shore winds, could venture to leave their Ports with little or no Provisions, being assured of finding Abundance at Cape Breton, thus clandestinely brought thither from our Colonies as above mentioned.

Flour Brought from New England

From Canadian Archives, *N.S.A.*, XLIII, 138-140.

Halifax, Novr ye 3d 1751

This year at Louisburgh they had no Flower they tried Quebec

could not be assisted from thence sent even to old France—but in the Interim circular Letters were sent by order of the Governor to New England, New York, Rode Island and Philadelphia, offering protection and good payment if they would send Flower; in two months after this 12,000 Barrels of Flower was ship'd from New York for Louisburgh contracted for by their Friends at Boston—who had four vessels seized in the Spring—I am well inform'd there has not been less than 150 vessels trading there this year from the above places and I greatly fear some from hence tho' I do all I can to prevent it. I have asked some of the New York People who trade here what could induce their countrymen to carry on a trade so pernicious to their Mother Country. That flower was wanted here whether they could not have sold it to as great advantage as carrying it to Louisburgh—what they paid at Louisburgh a Barrel—they said the Governor in his Letter promis'd eighteen shillings and so in proportion for other provisions brought, in cash or Bills of exchange but when they arriv'd they were obliged to sell from 12s to 15s p Barrel and take their payment in Rum and Molasses and other French Merchandize as they were inform'd they could sell here from 20s to 24s—and be paid in cash or Bills—yes I have sold for 28 but then no great Quantity at a time as the Bakers were not as yet very substantial—he further said that he himself did not use the Trade and not many from New York—but the Factors from Boston bought up their Flower and the Trade was chiefly from Boston and Rhode Island, who Barter their goods for Rum and Molasses and run it into the Colonys and not one tenth part pays a shilling duty—from all the colonys they most certainly carry on this trade very detrimental to the Public in general whatever it may be Individuals—I doubt if Louisburgh could subsist if it was not supported from our Colonys.

ED. CORNWALLIS

COMPLAINT BY ST. MALO MERCHANTS OF ENGLISH TRADE

From Canadian Archives, *CIIC*, IX, 236-243.

Observations sur ce qui s'est passé touchant le commerce de France à l'Isle Royale depuis l'année 1750 *jusqu'en* 1753

Sans lieu 1758

Les négociants de St. Malo, toujours zèlés pour le bien du com-

merce, armèrent en 1750 plusieurs navires pour Louisbourg dont la principalle partie des cargaisons consistoit en vivres. comme pain, biscuits, farines, pois, lard salé, boeuf, &c. L'autre en ustenciles propres pour la pêche et consommation du pais, comme sel, plomb, lignes, crocs, cordages, grapins, cloux, toilles à voiles, brai, goudron, bottes, souliers, habillemens pour les pêcheurs, et quelques autres marchandises sèches ; comme il se peut justifier par les acquits à caution qui ont été pris aux bureaux des fermes du Roy.

De plus, ils ont emporté beaucoup de passagers et d'engagez pour faire la pêche, tant à Louisbourg qu'aux havres en dépendans, auxquels ils ont fait les avances de leurs passages et autres frais qui ne sont pas remboursés.

Comme il a plu à Sa Majesté d'accorder gratuitement pendant deux ans les vivres à tous les habitans, les armateurs n'ont pu vendre les leurs qu'avec une perte considérable, tant par le coût des armemens que par le grand encombrement des pains, biscuits et farines qu'ils avoient porté.

Les armateurs ne se sont point rebutés de cette première perte ils ont au contraire fait de nouveaux efforts pour remettre dehors une plus grande quantité de navires pour le mesme lieu . . . . . mais le succès n'a pas répondu à l'attente. Les anglois y ont mis un obstacle très préjudiciable, en introduisant dans cette colonie beaucoup de farines, pain, biscuits et autres vivres, et sous le prétexte grand nombre de boucaux contenant une quantité prodigieuse de marchandises sèches de toutes espèces.

La proximité de Louisbourg et le peu de frais qu'ils ont à faire pour s'y rendre, fait qu'il y en a presque en tous tems ils enlèvent l'argent du pais, nous nous y ruinons, et ils ruineront en même tems les manufactures de France par l'introduction qu'ils y font journellement de leurs marchandises angloises.

C'est à tort qu'on ose avancer qu'ils ne font qu'un échange de leurs marchandises avec le sirop et le rhum, il est vray qu'ils en prennent bien une petit partie, mais il n'est pas moins réel qu'ils remportent en argent le prix de plus de la moitié de leurs cargaisons.

Si nous vendons quelque chose ce n'est qu'à de misérables pêcheurs, qui souvent n'ont pas le moyen de nous payer . . . . . mais nous voyons avec une douleur sensible que ces mesmes negociants si zèlés a obtenir des permissions pour l'introduction des

anglois ne regardent que leur profit particulier, puisqu'ils gagnent considérablement avec eux, et le peuple n'en devient que plus misérable. Les vivres, comme nous l'avons observé sont de grand encombrement et produisent peu de rentrée.

Les magazins des négociants de Louisbourg sont remplis de marchandises sèches de peu de volume, qui leur produisent beaucoup et leur coute bein moins de frais, que nos vivres ne nous coutent pour les rendre à Louisbourg.

La continuation de leur commerce avec les anglois leur suffit donc pour en tirer tout ce qui est de volume et qui porte de grands frais. . . . . .

Les capitaines des navires voyant tous les jours les anglois en débarquer, et la saison s'avancer, ont été obliges de vendre le leur à 15l le quintal, et les autres vivres, comme pois et lard à proportion on peut juger de la perte par cet exposé.

La société des gros négociants de Louisbourg s'est plainte, Je le repete, que les navires françois ne portent point de vivres pendant qu'ils souhaitent avec passion, qu'ils n'en portent point du tout. Les fortunes subites des sieurs de la Borde, trésorier, et Morains frères, l'un son gendre, et l'autre garde-magazin du Roy, et plusieurs autres, comme le sr. Larcher, qui a fait batir, hors la ville du coté de la porte dauphine, une grande maison, des magazins jmmenses et une très forte calle pour faciliter les débarquemens nocturnes ce qui leur fait faire des profits considérables.

Ils n'avoient tous aucune fortune en 1749, ils sont aujourd'huy à la tête de plus de quinze batimens, dont partie ont été francisez, ils les font naviguer tant en France qu'à l'Amérique.

Nous sçavons qu'ils ont encore actuellement des commissionnaires à la Nouvelle Angleterre pour acheter des parties considérables de farines et autres vivres, dont ils font ensuite vendre une petite partie par les anglois. Lorsqu'ils arrivent, pour amuser le peuple, pendant qu'ils emmagazinent la plus grande quantite, sur laquelle ils gagnent ordinairement, sans courir de grands risques, plus de 40 p% net, par voyage. Et il est bon d'observer que les anglois en font au moins trois par chaque année, et que de France, nous n'en pouvons faire qu'un. . . . . .

. . . . . L'on observe à la cour que les anglois peuvent donner à meilleur marché que les françois, mais on se donne bien garde de

luy faire connoitre qu'on nous force souvent de prendre en payement des morues, qui mesme ne sont pas marchandes, à 15l et 16l le quintal pour les sommes qui nous sont dues du produit de nos marchandises, au lieu qu'avant la guerre dernière, les plus belles ne passoient pas douze livres et les ordinaires dix livres le quintal.

Supplies from Boston for Louisbourg

From Canadian Archives, *N.S.A.*, LV, 119-120.

Halifax, 1st June, 1754

. . . . . Notwithstanding the behaviour of the French upon this Continent the Boston vessels continue to supply Louisbourg with Provisions in great quantities we sometimes see six or seven sloops in a day pass by this Harbour Loaded for that place; and we have certain intelligence of Thirty vessels now in that Harbour who sail'd very lately from Boston loaded with Provisions. . . . . .

Charles Lawrence

Dependence on New England

From Canadian Archives, *CIIB*, XXXIV, 103.

Lettre de Monsieur Prévost à Louisbourg le 25 octobre 1754

. . . . . J'ai aussi dressé un état de comparaison des demandes des vivres avec les envois faits cette année pour vous faire connoitre, Monseigneur, que sans les farines acheptées à la nouvelle Angleterre par vos ordres et celles que Monsieur Bigot avoit demandé pour le Canada qui ont servi en partie à remplir la fourniture de la Baye Verte, il m'eut été impossible d'approvisionner cette colonie et tous les postes qui en dépendent et qui sont à sa charge puisqu'il m'a été envoyé 10549 quintaux 62 livres de farine, 594 quintaux 46 livres un quart de légùmes 96 quintaux 59 livres de beurre et 1407 quintaux 25 livres de boeuf sallé de moins que ce qu'il me faloit pour y satisfaire.

Prevost

English West Indies Inadequate to Supply New England

From Canadian Archives, *CIIB*, XXXV, 168.

Louisbourg, le 7 juin 1755

. . . . . D'un autre costé, il n'est guère possible qu'ils se passent

de sirops et de taffias dont la consommation est si grande chez eux que leurs colonies meridionales n'y sçauroient suffire, et ils seront seurement obligés d'en venir chercher ici, dès qu'on tiendra sévèrement la main à St. Domingues et à la Martinique à n'y recevoir aucun étranger et qu'on y servira exactement, comme a fait un de la Parme contre les fraudeurs. . . . . .

PREVOST

NECESSITY OF DEPENDENCE ON NEW ENGLAND

From Canadian Archives, *CIIB*, XXXV, 76.

Louisbourg le 18 7bre 1755

. . . . . Mais quoique nous soyons instruits des espèces de marchandises qui doivent former l'objet de l'importation de l'exportation de ces étrangers, permettes nous de vous dire qu'on ne s'en est écarté les années précédentes que pour procurer à la colonie des besoins que le commerce de France ne lui fournit jamais et que les farines dont on a toléré l'introduction étoient nécessaires, et en plus grande partie pour le Canada qui en manquoit pour les détachemens nombreux qu'on y a fait dans les pays d'en haut; on a aussy été forcé d'en recevoir pour approvisionner cette isle parceque la France en fournit très peu et à des prix si hauts qu'il est impossible que l'habitant subsiste, ny fasse des entreprises pour la pêche, en acheptant les vivres et le sel plus cher que le quintal de morue; les malouins cependant qui sont ceux qui se sont plaints contre cette tolérance et qui vendent quelquefois le pain jusqu'à 30l le quintal, en obligeant l'habitant à prendre d'autres marchandises pour trois et quatre cent livres au delà de ce quintal de pain, ont été les premiers à recourir aux anglois pour former des assortimens et pour subsister eux-mêmes pendant leur séjour à l'isle Royale, les Anglois y ont toujours pris tous les taffiats et sirops de sucre, et n'ont importé d'autres marchandises que lorsqu'il n'y a plus eu ici de ces liqueurs; et c'est un débouchement de plus pour le commerce de France qui seroit souvent obligé de remporter ou de laisser en cette isle plusieurs effets qui abondent dans la colonie dans de certaines années. . . . . .

LE CHER DE DRUCOUR
PREVOST

XVII
SUMMARY OF TRADE

The character of the fishing industry and its geographic location determined the extent and character of trade. Provisions and supplies were brought from Quebec, Acadia, and New England for the fishery. Supplies from France and the West Indies were traded in exchange for fish and other products. Louisburg and Canso became important exchange centres.

Character of External Trade

From Canadian Archives, *CIIA*, CXXII, 269-270. Written 1723.

Presque toutes les morues sèches qui se font dans le golfe St-Laurens sont commercées par les marchands de Canada avec les vesseaux qui viennent en commerce à Quèbec qui est le seul port où les vesseaux puissent monter dans le fleuve.

Les vesseaux qui viennent en commerce en Canada sont chargez de marchandises convenables au pays une seule facture sufit pour donner l'intelligence des différentes qualitez de marchandises.

En trocq de ses marchandises on leur donne des pelteries, pois, farines, biscuits, planches maderiez et bordages argent et lettres déschange.

Comme chaque vesseau a sa destination ceux qui sont destinez à retourner en droiture en France chargent des pelteries, huilles à morue et bordages.

Ceux qui sont destinez pour les isles de l'Amérique chargent des farines, pois, autres denrées, huilles et morues que l'on apelle de rebut. Ceux qui sont destinez pour Espagne et les pays du Levant chargent des morues seches et sy leur cargueson n'est pas complette, chargent des pois, farines et biscuits qu'ils vont trocquer à l'isle Royalle pour des morues et huilles pour parachever leur carguezon.

A l'esgard des vituailles pour tous ses vesseaux il trouvent en Canada boeuf, moutons, dindes, toute sorte de volailles, choux, pommes, navets, porreaux, oignons, ail, eschalottes, pois, fèves, haricot, betteraves, carottes et toute sorte de salades. . . . . .

Trade with West Indies and Piracy

From Canadian Archives, *CIIB*, X, 136.

Extrait des Registres du Greffe de l'Amiraute de Louisbourg

Sieur Gilles de la Porte capitaine du brigantin le Saint Esprit d'environ quatre vingts tonneaux arrivé en ce port ce jourd'huy

qui nous a dit et déclaré être party de Saint Louis coste Saint Dominique le vingt cinq juillet dernier pour venir en cette isle y faire la traite de son chargement, qui consiste en siropt, tabac, sucre, eau de vie et savon, dit que le deuxième d'Août environ sur les onze heures à minuit, ils furent abordés d'un batteau fourban d'environ vingt tonneaux armé de quatre canons et deux pierriers et équipé d'environ quarante à cinquante hommes, que ces fourbans montèrent à bord environ une vingtaine d'hommes qui les pillèrent et leur firent le dègât contenu au procès verbal qu'il dressa le lendemain matin signé de ses officiers et qu'il nous a présenté pour être régistré affin de luy valoir à ce que de besoin lequel pillage consiste en une caisse de fruits à l'eau de vie, cinq armes boucaniers, deux pieus daussières, un barril de poudre à canon, et environ dix livres de poudre finne, vingt quatre andouilles de tabac, un quintal et demi de bisquit, une ancre d'auderne, vingt cinq livres de fil a solle, une pièce de toille à voille d'environ septante cinqeur quinze serviettes, une cave d'huille d'olive, vingt cinq livres de plomb a giboyer, six fourchettes et six cuillères d'étain, qu'ils ont jetté à la mer, quatre dindes, quatre cochons, trente vollailles et un barril de vin. Dit de plus que les fourbans luy ont pris beaucoup de hardes et que dans l'une des poches de sa veste il y avoit son acquit à caution qu'il luy ont emporté avec la dite veste. . . . . .

DESMAREST

BALANCE OF TRADE

From Canadian Archives, *CIIB,* XXIII, 126-133.

31 decembre 1741, a Louisbourg

Vous verrés que les effets introduits par les navires de France montent à 5741911 et ceux qu'ILS ONT emportés à 8597151 de sorte que la sortie excède l'entrée de 2855241, ce qui provient de la pêche qui a eté faite par les équipages des navires, cette sortie auroit été bien plus considérable si une partie des navires venus de France n'avoit fait leur retour aux Isles. . . . . .

Vous verrés aussi, Monseigneur, que l'entrée des marchandises des isles monte à 2829101 10s et la sortie à 4778491 9s ainsi la sortie excède l'entrée de 1949381 19s, ce qui provient des retours que les batiments venus de France et de Canada ont fait aux Isles et des armements que des commerçants venus dans la colonie pour acheter

des batiments ont fait pour ledit lieu; cette branche du commerce a augmenté pour la sortie de l'année dernière à celle ci de 235,000l et si la guerre entre l'Espagne et l'Angleterre continue, ainsi que la deffense de la sortie des salaisons d'Irlande, je suis persuadé qu'elle augmentera encore, c'est une conjoncture favorable pour l'Isle Royalle. . . . . .

. . . . . que vous êtes surpris de ce que l'entrée des marchandises à Louisbourg en 1740 excédait la sortie; cela provient de ce que les cargaisons qui viennent des Isles sont beaucoup plus considérables que celles qu'on y aporte, il en seroit à peu près de même cette année si quantité de navire de France n'avoit fait leur retour aux Isles, le bois qu'on y porte d'ici fait un petit objet on y trouve un gain si modique qu'on n'en prendt que pour assortiment de cargaison, il est fort cher ici, il le deviendra de plus en plus, les bords des rivières estant desjà coupés un grande partie. . . . . .

Il n'y a pas d'année qu'on ne porte des isles à Louisbourg une certaine quantité de vin de Provence et de savon, on gagne même quelque fois considérablement sur le premier, il se vendt à vil prix aux isles lorsqu'il y a du vin de Bordeaux et outre le bénéfice qu'on a ici par la différence de l'espèce, il y vaut pour l'ordinaire plus qu'aux isles . . . . . Vous pourés pareillement remarquer, Monseigneur, que l'entrée des effets du Canada monte à 2617671 8s et la sortie à 431141 de sorte que l'entrée excède de 2186531 8s la sortie, il paroitroit que la colonie de l'Isle Royalle doit cette somme à celle du Canada, mais elle ne luy doit rien, s'étant acquitté avec les cargaisons que les battiments de Canada et ceux de France qui y ont passé avant de venir ici ont emportées aux isles . . . . . .

L'entrée des marchandises de l'Acadie monte à 569461 10s et la sortie à 359981 10s, y compris 20,000l d'argent que j'ay jugé que les Acadiens peuvent avoir emporté gagnant 48s sur nos escus de six livres l'entrée excederoit la sortie de 209481 et la colonie de l'Isle Royale paroitroit luy devoir cette somme ce qui n'est point, cela provient de ce qu'ils déclarent assés fidellement ce qu'ils portent étant sujets à la visitte et qu'ils n'en usent pas de même pour leur retour, ils s'en vont souvent pendant la nuit sans avoir donné aucune déclaration et la meilleure preuve que la colonie ne leur doit rien c'est qu'ils doivent icy assés considérablement à des marchands qui sont toujours en avance avec eux; c'est le commerce selon moy le moins avantageux à la colonie par la sortie de l'argent qui passe

ensuitte chés l'anglois, on ne peut cependant s'en passer par les douceurs et les besoins qu'ils nous portent pour la vie. . . . . .

L'entrée des marchandises de la Nouvelle Angleterre monte à 40,343l 10s y compris la vente des battiments et la sortie à 42,355l 10s, la sortie paroit excéder l'"entrée de 2012l, néantmoins la Nouvelle Angleterre ne doit point cette somme étant à ma connaissance que les anglois ont porté de l'argent.

J'ai observé que les cargaisons que les anglois ont remporté étoient peu considérables vu la quantité de sirop et de guildive qui sont venus des isles et dont on n'a le débouché que par eux; en ayant été envoyé peu en Canada et la consommation de l'Isle Royalle et de l'Acadie ne pouvant suffire pour le reste, il y a cependant plus de quatre mois qu'on n'en trouve pas une barrique à acheter et que j'en ay prêté de celles du Roy à plusieurs particuliers, ce qui m'a fait juger de la quantité qu'on a porté en fraude à Cançau en échange de morue, comme vous auriés pu me demander ou avoient passés les sirops et les guildives venus des isles paroissant que les anglois n'en ont emportés qu'une partie, j'ai l'honeur de vous en prévenir.

J'aurai l'honeur de vous observer que les pacotilleurs n'ont pas plus déclaré leur marchandises d'entrée et de sortie que l'année dernière, ce qui fait un objet considérable et que j'estime monter à un tiers en sus du total du commerce, que la sortie en général de cette année ne monte pas si haut que celle de l'année dernière de 112,853l que cela provient à ce que j'ai jugé de ce qu'il reste de la morue dans la colonie et qu'ils n'en restoit point l'année dernière, que les basques qui achetèrent beaucoup de morue en 1740 en ont vendus cette année et par conséquent ils ont raporté en argent le produit de leur cargaison, il est aussi venu un battiment de Marseille qui a fait une très bonne campagne et qui outre sa cargaison en morue a remporté trente mil livres. . . . . .

BIGOT

XVIII.

MERCANTILE POLICY AND THE FISHERIES

Attempts to develop self-sufficiency in the fisheries were in conformity with mercantile policy. The fishery was the breeding ground for sailors for the navy. The establishment of a garrison at Louisburg gave greater

effectiveness to the policy, and the expenses were borne chiefly by the home government. Taxes paid directly by the fishery were of slight importance. The difficulty of enforcing the regulations giving effect to the mercantile policy has been obvious in the documents describing the dependence of the colony on New England and Nova Scotia for supplies. The naval supremacy of England with the steady support of the English colonies eventually brought about the downfall of Louisburg. The disastrous effects of warfare between the French and the English on settlement were evident on all sides.

EFFECTS OF WAR

A. MIGRATION TO ILE ST. JEAN

From Canadian Archives, *CIIB*, XXX, 251.

Lettre de M. Prevost 28 *9bre* 1751 *a Louisbourg*

Les nouveaux habitants composent en hommes, femmes, garcons et filles environ deux mille personnes sur l'isle où il en étoit resté près de 1100 anciens. Ces premiers y ont amenés de l'Acadie deux mille deux cent neuf bestes à cornes tant en boeufs, vaches, torreaux, genisses, que veaux, beaucoup de cochons, quelques moutons et cent soixante onze chevaux, ils se batissent asses bien, et commencent à donner une forme à leur établissements.

B. DEMAND FOR SUPPLIES DURING THE WAR

From Canadian Archives, *CIIB*, XXXIII, 304.

Lettre de M. Prevost à Louisbourg le 25 *octobre* 1753

La grande consommation d'outils que les ouvriers employés aux défrichemens des terres, et que les prisonniers qui ont travaillé ont fait pendant l'esté dernier, ne m'a pas permis de distribuer aux habitans ceux que j'avois demandés pour leur usage, ni d'en faire passer à l'Isle Saint Jean, c'est pourquoy je vous supplie d'accorder ceux que je demande pour faire face aux traveaux qui seront entrepris pour les terres et ceux dont les habitants ont besoin. J'ai compris dans ce dernier article de plus qu'à l'ordinaire trois cens socs de charues à la demande de Monsieur de Raymond qui vouloit des charues complettes, mais j'en ai retranché les montures que tout laboureur sçait faire, des faucilles, des faulx et six pierres à meules avec leurs lits et férures complettes pour l'Isle Saint Jean.

S'il étoit possible, Monseigneur, de recevoir des pierres toutes montées, les moulins seroient construits dès l'année prochaine et ce seroit une grande facilité pour les habitants de l'Isle Saint Jean.

IMPORTANCE OF FISHERY TO THE NAVY

From Canadian Archives, *CIIE*, X, 102.

Quebec le 13 8bre 1727

Ils deviendroient très puissants et enleveroient tout le commerce de ce pays qui ne se soutient que par les pesches que les batimens françois y viennent faire tous les ans et par les denrées qu'on leur trafique, plus de pesches plus de matelots, plus de matelots plus de commerce et par conséquent peu de marine d'une utilité infinie à la France.

BEAUHARNOIS

IMPORTANCE OF FISHERY TO TRADE

From Canadian Archives, *CIIB*, XVII, 24.

Isle Royale; Pêche et commerce de l'année 1734

. . . . . servent au manufactures et la morue se répand non seulement dans le Royaume et y fait même la principale subsistance de plusieurs provinces dans le carême. Mais on en porte aussy en Espagne, et en Italie, d'où l'on retire en échange de l'or, de l'argent et des marchandises et denrées nécessaires au Royaume.

En sorte que cette colonie en procurant la consommation de nos denrées et manufactures, occasionne un comerce de plus de 20 millions d'entrée ou de sortie.

D'ailleurs cette navigation forme nos matelots.

From Canadian Archives, *CIIB*, XXXVIII, 304-306.

Reflexions sur Louisburg, Plaisance et la pêsche de la morue—jointe à une lettre de Monsieur de Plestay du 9 May 1759

Cette pesche fait occupe année commune plus de quatre vingt gros vaisseaux de Saint Malo et de Granville tous chargés de monde parce que les uns peschent en même tems qu'un plus grand nombre est occupé à façonner le poisson sur le rivage, il va en outre plus de trente à quarante vaisseaux de moindre grosseur à Louisbourg au rachapt, c'est à dire qu'ils portent aux habitants les vins, eaux de vie, farines et habillements dont ils ont besoin, prennant en troc le poisson que ces habitants ont pesché et préparé dans le courant de l'année.

Cette branche de commerce fait vivre bien du monde, ne consomme que des denrées du Royaume, et jette une prodigieuse circulation dans le Royaume sur tout en Bretagne puisqu'on raporte

un poisson dont la valleur vous tient lieu d'argent pour payer tout ce que Paris et les Provinces de l'Océan tirent de Marseille et de la coste d'Italie, Marseille est bien France, mais Marseille tire beaucoup de matières premières d'Italie et d'Espagne qu'elles payeroient en argent et dont la compensation se fait en poisson.

Les navires Malouins qui vont porter leur poisson à Marseille, au lieu de revenir à vinde raportent à très bon compte de fret au Havre les huiles, savons et autres denrées de Provence pour la fourniture de Paris et des autres Provinces, et par cette épargne elles s'y vendent à meilleur marché. . . . . .

Les branches de commerce maritime pour les Indes Orientales, Guinée et Martinique, Saint Domingue, perdent plus de matelots qu'ils n'en peuvent élever pour les remplacer, tous les climats chauds occasionnant beaucoup de mortalités, vous devés donc regarder le pesche de la morue sèche comme la pépinière des matelots qui servent à remplacer le vinde journallier des autres navigations et la pesche ne peut point subsister si vous n'avés un Port qui les soutienne et les protège.

Si vous perdiés la pesche qui forme et occupe les matelots en tems de paix, où en troverés vous en tems de guerre, vous ne manquerés jamais d'hommes, mais vous manquerés de matelots, les anglois vous fermeront quand ils voudront le passage au Canada si vous n'avez pas Louisbourg ou Plaisance.

Non signe

Ce mémoire est attribué a Monsieur de Plestay.

Public Finance

French Import Duties

From Canadian Archives, *CIIA,* CXXV, Pt. 1, 95.

16, avril 1669

Extrait des régistres des conseil d'état qui permet aux habitans du Canada de porter en France des morues et autres poisson de la pesche qu'ils feront audit pais.

Le Roy estant en son conseil a permis et permet aux habitans dudit pais de Canada, d'apporter en France des morues et autres poissons provenant de la pesche qu'ils feront audit pais, et icelle vendre et eschanger en payant seulement pour les droits d'entrée, sçavoir quarante sols pour cent de morue de trie, et vingt sols pour cent des morues, lingues, guet et autre poisson vicié et gasté.

Et à l'égard du charbon de terre qu'ils apporteront, il sera réputé marchandises de France, et payeront 6l pour baril, conformement au tarif, au mois de septembre 1664.

Fait Sa Majesté défenses à Maître François LeGendre, fermier général des fermes unies, ses procureurs et commis, d'élever plus grands droits sur les dites morues et charbon à la charge de rapporter certificat en bonne forme du gouverneur et de l'intendant de Justice, police et finances du dit pais, comme l'une et l'autre desdites marchandises sont sorties et appartiennent aux habitans dudit pais à peine de confiscation.

Signé LOUIS, par le Roy, COLBERT

EXPENDITURES IN THE COLONY

From Canadian Archives, *CIIB*, IV, 5.

4 janvier, 1719

Conseil M. De St. Ovide

On a trouvé peu de facilité chez les marchands, et habitans pour avoir les effets dont on avoit besoin pour le Roy, cette mauvaise volonté des particuliers provient de ce que jusques à présent on les a payés en effets du magazin et gatés à un prix excessif ce qui les a entièrement rebutés et il a fallu pour avoir les moindres bagatelles se servir de son autorité, il n'a pu comprendre les raisons que l'on a eu de demander en effets les fonds de la colonie dont une partie a esté perdue par les transports que l'on a esté obligé de faire, partie pourri par les pluyes et les neiges faute de bons magazins pour les recevoir, les marchands sachant qu'ils devoient estre payés en ces mauvais effets vendoient deux fois plus cher qu'à des particuliers, les ouvriers de toute espèce doubloient le prix de leurs ouvrages, et avec tout cela les uns et les autres estoients mécontents, et si l'on ne s'étoit trouvé dans la dure nécessité de faire des achats de vivres dont partie ont esté payés par ces effets il en seroit tombé pour une somme considérable en pure perte pour le Roy, il asseure que mil escus d'argent comptant profiteront plus à Sa Majeste que 4 mil en effets.

Fait et arresté le 28e mars 1719.

L. A. DE BOURBON,
LE MARÉCHAL D'ESTRÉES

Taxation of Fishery

From Canadian Archives, *CIIB,* III, 32.

Conseil de Marine Isle Royalle

May, 1722

Il a été décidé de rétablir le droit d'un quintal de morue par chaloupe de pesche des habitans de l'Isle Royalle et des vaisseaux marchands qui vont faire la pesche dans la dite isle.

Il a été fait un projet d'ordonnance pour régler la manière de lever ce droit, et ordonner que le produit en sera par préférence employé à la batisse de l'hospital de Louisbourg et ensuitte à celle de l'église parroissialle et de presbitaire. . . . . .

Non signe

Taxation of Boats

From Canadian Archives, *CIIB,* IX, 2.

Fait à Louisbourg ce 4 juin, 1727

Droit de visite pour les batimens de l'Isle Royale qui vont en Canada ou aux Isles en tout neuf livres cy 91

Pour le congé d'un an, enrégistrement, soumission des batteaux et goelettes de l'isle Royale qui vont en pesche trois livres cinq sols 31 5s

Pour le congé d'un an des batteaux et goelettes de la dite isle qui font le cabottage autour de l'isle, Isle Saint Jean et l'Accadie enrégistrement et soumission trois livres cinq sols 31 5s

Le présent sera lu, publié et affiché partout ou besoin sera.

Signe: St. Ovide de Brouillan et Demezy

THE ENGLISH FISHERIES 1713-1783

The English fishery along the Atlantic coast, conducted as it was on the outlying banks was not as successful as that of the French in the Gulf. The dry fishing of Cape Breton and the Gulf produced much better grades as the fish were brought in to be dried daily or at very short intervals. Even at Canso the French were able to compete effectively with the English in the production of better grades. It was not until after 1763 that the English gained possession of the Gulf fishery and even then recovery from the disorganization of the war was slow. The final control of the English was responsible for greater attention to other activities and the conquest brought a new alignment in economic growth. Population increased chiefly as a result of the military policy and the overflow from New England. Agriculture as conducted by the Acadians was seriously affected by the war. Gradually, however, it was reorganized and improved, new industries flourished, roads were built and the trade of Canso which was destroyed, recovered with a new centre at Halifax. The government became more active and new settlements were established. By 1783 the new lines of growth had made substantial headway and the Maritimes were finally secured through the effectiveness of naval supremacy to Great Britain.

ENGLISH FISHERIES 1713 TO 1783

XIX

THE TECHNIQUE OF THE ENGLISH FISHERY

With the acquisition of Acadia under the Treaty of Utrecht in 1713 by England, the fisheries, which had been conducted under protest from the French during the earlier period, were organized on a more permanent and extensive basis. The problems of reorganization involved the development of Canso as a centre for the fishery. The Canso fishery, and indeed the fishery along the Atlantic Coast as prosecuted on the outlying banks, required a technique which contrasted strikingly with the Cape Breton and Isle Percée fishery. The latter was conducted chiefly from small boats, which brought the fish to shore at short intervals, and which, consequently, produced the best grades of dried cod. The English, on the other hand, were equipped to fish in large boats capable of staying out for long periods of time. The fish were salted temporarily and were, finally, brought to shore and dried. The grades were not as high as those of the French. The effectiveness of French competition and the necessity of organizing the fishery on a more permanent basis for its successful prosecution were factors perpetuating the difficulties between the French and the English. The fall of Louisbourg and the effects of the wars which preceded the conquest of New France disorganized the French fishery.

The Fishery at Canso

From Canadian Archives, *N.S.A.*, XII, 166-167. Written 1720.

But what Excells them all is Canso, which is invaluable for its Fishery Tis here such great quantitys of Codd herring and Macrell swarm amongst the Islands that when I was there in his Majesty's ship Rose there was then Ninety six sail of English and 200 French makeing their voyages, the English vessells from 50 to 70 Tonns the French small shallops and when fish is scarce at other places here they are always plenty for on letting the line down they draw up Two and two as fast as they can pull it. . . . . When a ship of warr is not there or anything to hinder the French fishing among us that then our fishing Vessells cannot take 4 Fish when they will take tenn they fish with fresh and we with Salt Bait we come 180 Leagues they but 7: they in small Boats we in Large Sloops. . . . . Recd. Oct. 21, 1720.

B. Young

TECHNIQUE OF CANSO FISHERY

From Canadian Archives, *N.S.A.*, XXV, 146-149. Written 1741.

Queries and answers relating to the trade and fishery at Canso

Before the warr with Spain, the fish was generally carried to the different parts of that Kingdom, but now there being but little Fishery carried on, what is caught is either shipped off for our West India Islands, or carried to New England for sale. . . . . .

There has been no Sack Ships here since the warr was declared with Spain, so that the Vessels which catch it, either carry it to the West Indies or the Respective Ports whereto they belong . . . .

The Method in curing of Fish, is as followeth, when the Sloops and Scooners hav caught it, split it, and Salt it on the Banks, which are from Eighteen to Thirty Leagues off when they have got their Load, which is from one hundred and Fifty, to two hundred and fifty Quintals, which they generally perform in less than a month, they come to Port and imediately wash out all their Fish, very clean along the Sea shore, and make't up in large stacks upon a Beach to drain, where it lyes about Twenty four hours or longer if the weather is not fair then they spread it singly upon some Brush, which is raised about Two foot and a half from the Ground called Flakes, where it is turned, sometimes one side up and sometimes the other, until it hardens a little then it is made up every night in small Parcells called Fagots, about twenty fish in a parcell until it be about half cured which generally happens in about three weeks, then it is made up on a fine Sun Shine Day, in parcells of about Fifty Quintals each called Piles in the shape of a Hay cock, in order to shed of the weather and there lyes for a Fortnight at least to Sweat and press. Then on a good Day it is spread again Singly on the Flakes, or Beach, and in the evening is made up again in the former manner, but in larger parcells, commonly One hundred Quintals in each, and then lyes untill it is to be weighed, when it is spread again and well dryed for shipping. It takes ten Hoggsheads of salt for one hundred quintals of fish each Hogshead contains eight Bushells . . . . . .

GROWTH OF CANSO FISHERY

From Canadian Archives, *N.S.A.*, XVIII, 122-123. Written 1729.

It is now with great satisfaction I acquaint your Grace of the

great growth of this Harbour in the Fishing Trade since the time it was first settled and encouraged by me; having found at my Entrance not less than two hundred and fifty Vessels and fifteen hundred or two thousand Hands employed in catching, Cureing and loading of ffish for severall marketts, the returns whereof to Great Brittain is thought to advance more the Revennue of the Customs, then the Produce of any Province upon this continent of the longest settlement Virginia excepted. . . . . .
Canso, October 2nd, 1729.

R. Philipps

Organization of the Canso Fishery

From *ibid.*, 178-182.

Answers to heads of Enquiry, December 25th, 1729

There is but 3 families remain, [Canso] and what Houses Flakes and Stages they hold them by patent from Governt Phillipps.

There is no boats nor train fats, the fish being taken on the banks by New England Scooners and the Liver put in Tubbs for that purpose.

The fishermen[12] come all from New England about March and return about October.

They sail by shares, but are often paid in Liquor with some few cloaths.

No boats, but Scooners[13] of about 40 Tuns and 5 Men Fitting cost £130 sterling for a Season.

They have no other employment then Fishing and curing of Fish and are dilligent in it, no boats nor ships, but 5 men to a schooner.

All go home Except some servants to take care of the stages, and mend them in the Spring.

The length allow'd by the Governor is 60 yards up from the water and 8 foot wide which will spread twenty Quintals of fish.

No fishing ships. The schooners people share; the ships that come are all for sack.

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[12]"The fishery is chiefly carried on by his Majesty's subjects from New England, some from New York also, and from Annapolis Royal, the Metropolis of Nova Scotia with some few from the west of England," Answers received, April 23, 1734, Canadian Archives, *N.S.A.*, XXII, 201.

[13]Schooners from New England from 25 to 40 tons, 5 or 6 men each, *ibid.*, XXIV, 194.

Cannot learne the Number in the whole province but in Canso Ten Licensed, but all the shore men have stores as they call them; and sell to the schooners people and then they work with them; allways paying them in Drink or cloaths, but no money, most store houses keep their servants all winter who do nothing till spring then repair the Flakes which servts are all Irish.

No more families remain then Four as Inhabitants and what come in the summer are paid in Rum, Tobacco, Sugar and Molasses.

What people come here for the season are from New England at Forty shillings going or coming paid in Fish or worked out.

By this manner of their paying are often Disable and unfitt for their business and Labour, to the great Discouragement and Obstruction of the Fishery.

The New England people and Traders Entice all they can; both of seamen and Handycrafts from the men of warr and Mercht ships from Europe.

The manner of taking Fish on the Banks is about 16 some 20 to 40 Leagues off where they split and salt them ten Hogsheads to one Hundd Quintall; at their Landing they wash them out in the Sea; then spread them on Flakes; but some times are five weeks out, which I believe makes them not so good as catch'd in Boats along shore, but tel theirs inhabitants this will not be us'd.

I never heard that any Officers or soldiers concern'd themselves directly or indirectly in the fishing or have any rooms or Flakes, or hire their men out to Fish.

JOHN WELLER

From Canadian Archives, *N.S.A.*, XX, 116-120. Written 1731.

Answer to the heads of enquiry relating to the fishery and trade at Canso

The Fishermen and Inhabitants are wholly supply'd from Great Britain with the Manufactures of the Kingdom except what the New England Men bring with them for their own subsistence.

The wages allow'd to servants for carrying on the Fishery at Canco varies, some being paid by the share some by the season, but generally according to the Quantity of Fish they catch, which Payments are usually by Bill or taken up in Necessaries they have immediate occasion for.

The Inhabitants using no Boats, the charge of fitting out and maintaining a scooner, which are the only vessels that fish on this coast, is uncertain, the men have one half of what they catch, and the owner, who finds Wear, Tear, Salt and Provisions has the other half.

The number of Inhabitants settled near the coast is about f . . . ty and rather decreaseth than increaseth, but the fishery is entirely carry'd on by the People of New England, who come there in the spring and return about the latter end of September, leaving two or three men behind who employ themselves the winter season in taking care of their Houses, and repairing their Flakes.[14]

No houses of the inhabitants interfere with the fishery.

Every Man [15] being allow'd his proportion of Ground by Governor Philipps, they make their Flakes as nigh the water side as possible which run up into the country as far as they think convenient, but have all room enough.

No Topmast Vessel fishes in these Ports; but the Sack ships that come from England are wholly victuale'd from Brittain, some bringing Provisions (Bread, flower, pork and beef, etc.) to sell to the Fishermen.

There are about eleven Taverns or Publick Houses at Canco, which are contiguous to the Garrison for the benefit of the soldiers, and kept by the Inhabitants of the place, who trust the Fishermen on their own credit, and are pay'd by the Proprietors of the Scooners before they or their crews return to New England, but the Debts are inconsiderable, most of the New England men being good Husbands.

The New England men[16] seldom intice away any Seamen, being very cautious since I gave an order to the contrary declairing I would make Reprisals.

. . . . . I have enquir'd into their manner of curing Fish, an find they allow 10 hhds of salt to every100 Quintals of fish, should they allow more, it would rather prejudice than be of service to

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[14]"Mostly employed in cutting wood," April 4, 1732, Canadian Archives, *N.S.A.*, XXI, 55.

[15]"No fisherman is possessed of any fishing rooms but by Patent . . . . or by hireing them of the owners which is frequently done," *ibid.*

[16]"The New England traders do entice and carry away seamen, fishermen and others when ever they have an opportunity," April 4, 1732, *ibid.*, 58.

the Fish in the hot season, and less wont suffice, because the scooners are out a Fortnight or ten days, according as the winds and weather presents, and therefore run a hazard; for some fish will be salt burn'd or Refuge before they bring them o'shore, which is a great loss to them, and out of their Power to avoid, and as to the Fish they catch in the Spring they cant be much Prejudic'd except in colour, which can't be expected to be as bright as those caught in Boats at Newfoundland and brought o'shore every day, tho' Canso is an excellent place for Boat Fishing; but that can't be expected till settlements are fix'd by People that can remain there Summer and Winter. . . . . .

31st of December, 1731.

THO. WATERHOUSE

EXTENT OF THE CANSO FISHERY

From Canadian Archives, *N.S.A.*, XXI, 82.

Scheme of the Fishery 1732 *at Canso*

Number of	1729[17]	1732	1733
British Fishing ships	none	1	none
Sack ships	12	12	4
Ships from America		8	6
Schooners and sloops from America	223	80	115
Burthen of			
British Fishing ships	—	50 Tons	—
Sack ships	20 to 50 tons	50 to 150	30 to 150
Ships from America	—	30 to 50	30 to 50
Schooners and sloops from America	6 to 100	15 to 36	15 to 36
Number of British men belonging to			
Fishing ships		6	—
Sack ships	92	105	130
Ships from America	—	41	50
Schooners and sloops from America	1118	450	690

[17] *Ibid.*, XVIII, 183-4.

Number of	1729	1732	1733
Number of Passengers carried there by British ships	2	none	none
Number of Boats kept by the British fishing ships	—	none	none
Ships from America	—	none	none
Schooner and sloops by the inhabitants	—	4	none
Quintalls of fish Made by British fishing ships	—	none	none
Ships from America	—	none	none
Schooners and sloops from do.	51749	25176	46000
Inhabitants	—	1200	
Quintalls of fish carried to Foreign Markets	38929	26370	40000
New England		500	6000
Tons of Train oyl made by British Fishing Ships		none	none
Ships from America		none	20 tons
Schooners from America	28 barrels	—	—
Inhabitants		10 tons	none
Prices of the Fish	11/6 to 7/	12s 6d. per Quintal	11/6 per quintal
Train Oyl		12 pounds per ton	£11 10s. per ton
Value of the Seal Oyl made last winter		none	none
Furrs taken by the Inhabitants		none	none
Ditto bought of the Indians		none	none
Number of Stages	51	none	none
Train Fatts			

Number of	1729	1732	1733
Inhabitants there exclusive of the Garrison	20	20	30
Fishermen who stay'd there all last winter	100	none	none

ROBT. FFYTCHE

PROBLEMS OF CANSO FISHERY

From Canadian Archives, *N.S.A.*, XXI, 53-61.

Answer to the severall articles of Inquiry concerning the fishery at Canso in Nova Scotia, 4th April, 1732

The Inhabitants are possessed of stages, Cook-rooms, etc. by virtue of Grants for lands from the Governor of Nova Scotia; for which they pay an anual quit Rent to him, upon which Lands they build houses stages and other conveniencys for curing and drying their Fish, as they think proper but there are no rooms left at large for Fishing Ships.

The Fishery is carried on partly by People from Exeter and the West of England but mostly by the People of New England and Nova Scotia there has also resorted to some of Canso Islands, Several French Fishermen and Inhabitants of Cape Britton who kept this year thirty boats and had very great success they have done it many years upon a Pretence of leave from the Governour: but I have forbid them to come for the future to fish at the same Islands as it is of great damage to our Fishery and contrary to the Treaty of Utrick.

There is kept at Canso by the Inhabitants four Publick Houses and by the Soldiers ten, which are all licensed by the commanding officer there, to the great Prejudice of the Fishery as they encourage the Fishermen to spend their wages and neglect their masters business besides many other inconveniencys.

I have too much reason to believe that the shoar-men do trust their servants with Liquors and often more than their wages come to so that between the Publick Houses and them, the poor fishermen have little or nothing left at the making up of their accounts in the fall to subsist them the whole winter to the great discouragement of the Fishery.

By the strictest enquiry[18] both of the masters of ships and shoarmen, I find the fault of the Fishes not turning out at Foreign Marketts so good and in such condition as it ought, is equally owing to them boath to the masters by taking their Fish on board before it is well cured, and after sunsett and in great dews and by carrying a mixt cargoe which is all sold at Markett for Marchantable Fish, when its only (what in the stile of the Fishermen is called Tal Qual) to the shoarmen by not allowing a sufficient number of hands to cure the Fish and throw the Piles so often as they should do, and no giving it time in the Pile to swet before its carried on Board the ships, and not keeping their contracts with masters of ships who agree with them for it at their arrival, but oblige them to take it on board before it is well cured, or else will dispose of it to others who will do it, which are too many to the great detriment of this trade, how to remedie this abuse must leave to your Lordships better judgment.

Robert Ffytche

Trade with the Canso Fishery

From Canadian Archives, *N.S.A.*, XXII, 201-203. Written about 1733.

This Fishery is supplied with cordage, canvas, lines, nets and tackle, woollen Linnen etc. from Great Britain Originally. (that is to say) the Produce of the Fish is remitted to England from Spain and Portugal and from thence Stores of all sorts are sent in return to New England etc. where the Fishery fit out for the voyages.

The charge of Building a vessel for this Fishery and fitting her to sea with stores etc. is from £200 to £300 sterling according to the Dimentions of the vessel and the number of Hands.

As to the number of Flakes, when any person has purchased an old, or has granted to him a new plat of ground he doubtless makes

[18] "The complaint of the consuls etc from Portugal and Spain is not so much occasioned by any neglect or want of due care in the fishery as in the Merchants who usually freight ships upon Charter party from the Ports of England, Portugal and Spain, who are obliged to tarry a certain number of days only which occasions the Fish many times being shipt off sooner than would be otherwise if the ships would unanimously agree to tarry till a certain time later when their Fish would be more wrought and better cured," *ibid.*, XXII, 203.

as many Flakes as are convenient for his own Fishery. Some having only a single sloop or scooner that catches from 4 to 500 Quintals; others have six, seven, eight, Twelve or more who are obliged to make themselves Flakes etc. in proportion which Flakes are not built as in Newfoundland being slighter by Reason after the season is over they return to their Homes and repair them in the spring again. The ships from G. B. are all victualled from England as are also a great part of the Fishery, or else supplied from the Storeship that victuals the Troops, she being to load Fish on her return home, always bringing a Cargo of Bread, Butter, Beef, Pork, and canvas, cordage, Linnens, Pewter, Brass and Iron ware etc. which is sold to purchase her Loading of Fish.

The Fishery is not carried on with ships and boats but with Schooners and sloops from 20 to 60 Tuns and the Seamen are always upon shares.

From Canadian Archives, *N.S.A.*, XXIV, 194-195. Written 1739.

Answers to the severall queries from the Lords Commissioners for Trade and Plantations relating to the fishery of Canso

What is the number of Inhabitants now settled at Canso?

Six families.

Is their fish chiefly carried to market in the same small vessels that take it or in Sack ships, if in sack ships from whence are they fitted out, and where do they furnish themselves with Provisions and other Necessaries?

Carried to foreign Markets in Sack Ships and to New England in the same vessels that catch them the Sack ships fitted out some from Great Britain and the rest from New England, the former furnish themselves with everything Necessary in Great Britain and the latter like wise in New England.

DECLINE OF CANSO FISHERY

From *ibid.*, 205.

The English Fishery at Canceaux is much decayed in proportion to the improvement and increase of the French Fishery within these Ten years past; greatly occasioned by their fishing on those banks on our Coast which are looked upon as the sole Property of the Crown of England and its subjects; and even making and cur-

ing their fish on the coast of Nova Scotia, which if they could be prevented from doing they must entirely give up that valuable Branch of Trade which employs great numbers of People as appears by the above State of the French fishery.
Squirrel, Boston the 9th of July, 1739.

P. Warren

Governmental Policy toward the Fisheries

From Canadian Archives, *N.S.A.*, V, 159-161. Written 1714.

Some reasons and proposalls[19] *humbly offered for settling the main coast of Nova Scotia with all imaginable speed*

The English Ports that send out their sloops shallops and ketches which in 80 great ffleets fish upon this Coast from about the 20th of March to the latter end of October. In so much that many of them go as far as Canco which is about 200 Leagues from Boston in New England and the winds during these fishing months blowing all most a Trade att South West which is just against them in their Return when laden; So that offten in their long Voyages in the hott season their fish is spoiled before they gett them to their stages but all ways loose two thirds of their time in going and comeing—which could be all Employed in fishing had they but good settlements on shoare to protect them from the Indians and stages to make their fish on which would not only occasion their making three times as much—but even that which was made much better than It is now by reason It would be putt ashoare ffresh every day as soon as catched.

If from the promisses a moderate computation be made of the vast Value of this fishery from all New England and that upon the Country of Nova Scotia being setled It would be two times more att least: what great improvement of Navigation this would occasion what number of seamen It would breed up and employ besides the advantage of land setlements with Regard to the Navall Stores of all sorts as well as a considerable trade in peltry and furrs of all sorts which that country produces Insomuch that It

[19]For similar statements of the advantages of the fisheries see Whitbourne, *A discourse and discovery of Newfoundland*, (London, 1622), 46ff. Also a report from Canso, Aug. 10, 1722, Canadian Archives, *N.S.A.* XV, 184-5.

is verry Evident were that country throughly setled which is now wholly uninhabited save by Indians as It would make the greatest consumption of the British Manufactory by much of all our Collonys So to it would yield the most advantageous Returns for the same.

Read 22 Decr 1714.

COLL. VETCH

ADVANTAGES OF THE POSSESSION OF FRENCH COLONIES

From Canadian Archives, *N.S.A.*, XXVII, 200-201.

Louisbourg, Octr 3d 1745

It is a conquest worthy the attention of His Majesty, your Grace and the Legislature, as the consequences of it, if properly encouraged in the manner represented in our former letters, will be that of securing His Majesty's Subjects in their possessions on the continent, by giving them the best opportunity of extirpating the French out of North America, and by that means putting into their hands the whole Fish and Furr trade which would then be more valuable to His Majesty's Servants alone by infinite degrees then it is at present to us and the French, because the continual animosity's Politically fomented between the several Nations of Indians, by the French, prevents their Industry in procuring those valuable Furrs, which the continent affords; . . . . . .

To His Grace the Duke of Newcastle.

P. WARREN

DEMAND FOR ENGLISH MANUFACTURES

From *The importance and advantage of Cape Breton* (London, 1746), 92.

Add to this the great Encrease which this Acquisition [Cape Breton] must bring, to the Woollen Manufactures. The Climate of Cape Breton is, for a great Part of the Year, extremely cold: And the Business of Fishing is such, as exposes the People employed in it, to the damp, rainy, foggy, or frosty Air: Wherefore they must of necessity be well cloathed; which, consequently, makes a large Demand for our coarse Cloths, Flannels, Yarn and Worsted Hose, Caps, Mittens, &c. Whereby great Numbers of poor, but industrious Families, now starving in the North and West of England, will be comfortably maintained, and enabled to pay their

Rents, as well as rear their Children, and qualify them for some Branch or other of this Trade. Whereas, they are at this Instant at a loss how to feed them, or what to do with them; . . . . . .

DISORGANIZATION OF THE FISHERY AFTER THE CONQUEST

From Canadian Archives, *N.S.A.*, LXXXVI, 41-44. Written about 1770.

To the Rt. Honourable the Lords of Trade and Plantations

The Memorial of Mr. George Walker of Nova Scotia

It [Bay of Chaleure] is frozen up from about 1st Decembr to the latter end of April; when the Navigation, opens and the cod and Herring set in; and being the only place on the Coast not subject to Foggs the fish is catch'd and cured six weeks sooner than in any other part of America and can consequently be sent sooner to market.

That tho' the British Settlers might here find a happy and lucrative settlement under Providence, yet the want of proper authority, even among themselves, renders the situation precarious, as liable to accidents, and all their good attempts almost abortive; For that our own fishermen in the midst of the fishing season frequently run away with their master's boats and vessells in which they must necessarily be intrusted, full of their fish, to remote places in Newfoundland, where they cannot be immediately found out and there sell them, irrecoverable by the Owners, and with the money enter into New and a distant service.

That others sell great part of their masters fish on the very banks to the New England Schooners for Spirituous liquors; who come to fish on the same banks or Rendezvous in some of the harbours along the coast; and as long as the liquor lasts, neglect the remainder of their work, often to the total loss of the whole season to their masters.

That those very Schooners, while our settlers and their servants are out in the Bay, frequently thro' a pretence of wooding and watering, run into the infant settlements along the coast and carry off the fish drying on the Flakes under the guard only of women and children; which they do knowing the weak call for assistance on the coast and the inability of any ship or vessell to follow them with a force sufficient to recover their plunder, And in case of any vessel being stranded on the coast (which frequently happens)

they embrace the opportunity of compleating the wreck, by immediately setting her on fire, tho' perhaps she may otherways have sustained little damage, in order to carry off the iron work; . . . . . .

That from a like want of enforcing order among their servants in the manner of their fishery and an authority over the number of Schooners who come also to fish as aforesaid, The settlers are in another danger of loosing every prospect of future advantage from this lucrative trade; For the fisher-men cannot now be prevented from throwing gulleys or gutts and bones of their fish overboard, on the fishing grounds in the Bay, which poison the Fish and cause them to desert the Banks. . . . . .

Rec'd March 3, 1770.

FISHING AROUND GASPÉ

From Canadian Archives, *Haldimand Papers,* B202, 9-15. Written 1777.

Upon an average there has been for the last five years exported from this post, about sixteen thousand Quintals of Fish and about 12 sail of vessels yearly employed besides coasters.

Three Families only occupy land at Gaspe, but about Thirty men winter there, belonging to the different Fishing places in the Bay, vizt Georges Cove, Grand Grave and Lance or Beuset.

The land at Gaspe is very mountainous, a hard dry soil. What has been cleared produces wheat, Barley, Oats, and all kinds of vegetables in perfection, but believe it must require great labour to continue it in heart.

Point St. Peters

This point divides the Bays of Gaspe and Mall Bay and is reckon'd the best of the fishing posts, (Percee excepted) on account of the facility of catching Fish there, few Boats going more than half a mile from the shore and a mile and half at the farthest.

Mall Bay

This Bay is the center of the real Fishery . . . . . Point St. Peters and Mall Bay are inhabited by people from the Rebel Colonies who came away at the commencement of the war.

Percee

Forms the opposite side of Mall Bay, is the principal Fishing post at present, and where the greatest quantity of Fish are caught a single man has been known to catch in seven weeks twenty two thousand Cod, which is two hundred and eight quintals.

On an average a Boat with two hands will catch three hundred and fifty quintals in nine weeks, but if the people were settled and to fish in the fall of the year, it would make it much more profitable to them.

Paspibiac

Ten Families remain here during the winter of about six persons each, are joined by about Thirty People from Europe (chiefly from Jersey) and make from twelve to fourteen thousand quintals of Fish during the summer . . . . . .

Bonaventure

The fishery here, as at Paspibiac begins the 25th of May, and lasts for about Five or six weeks, after which time the Boats are sent off Percee, where most of the Fish are caught, and where they may fish till the Ice makes. . . . . .

Ten ships sail from hence yearly to Europe and the West Indias.

Restigouch

A River at the Bottom of Chaleur Bay where there is a fine Salmon Fishery. . . . . .

The great advantage this Fishery has over that of New Foundland is that a man can purchase a Boat and Fishing Tackle for less than eight Pounds and never goes above a mile and a half to fish. At Newfoundland a Boat will cost upwards of sixty pounds and he is obliged to go several Leagues to sea.

14 Oct. 1777. Nichs Cox

XX

POPULATION

The economic growth of Nova Scotia under the English was influenced directly by governmental measures in putting into effect the mercantile policy. The competition of the Thirteen colonies for settlers, the decline of the Canso fishery, and the thriving trade between Cape Breton and Acadia necessitated the prosecution of a vigorous campaign to check French development. Immigration and settlement, as in the founding of Halifax in 1749, were encouraged as part of a militaristic programme. With the success of military and naval battles, the later increase in the population of the New England colonies, and the closing of the avenue to westward expansion, Nova Scotia came to be regarded with favour by immigrants from the colonies. So successful were these immigration policies that Great Britain found it necessary to protest. The loss of population in the

expulsion of the Acadians was compensated by the migrating of people from New England, especially at a later date with the United Empire Loyalists.

IMMIGRATION FROM EUROPE

COMPETITION WITH BOSTON

From Canadian Archives, *N.S.A.*, XIX, 155-156. Written 1730.

He is inform'd the people of Boston discourage the settlement of the Province having prevailed on 50 Families last summer to change their minds and the wealthiest of them transported themselves to Carolina and the remainder go a begging at Boston. He wishes the Palatines that were to follow were advised to steer directly to Nova Scotia.

Abstract of a letter from Col. Philipps, gov. of Nova Scotia, November 26, 1730.

ESTIMATES OF COST OF EMIGRATION

From Canadian Archives, *N.S.A.*, XXXVI, 104-105.

Proposal for transporting the French Protestants from Jersey to Nova Scotia, March 8, 1749

Proposed allowance for victualling on the Passage.

For Breakfast every day in the week Barley or Oatmeal and Butter at the rate of 1/2 lb. of the barley, or oatmeal and 1/8 lb. of Butter p day for each person.

For Dinner		
Beef	3 days at	3/4 lb. p day each person
Pork	1 day	1/2 lb.
Pease to the Pork		
Stockfish	2 ds	3/4 lb. p day
Oyl with the stockfish		
Butter and Cheese	1 day	1/2 lb. cheese and 1/4 lb. Butter.
	—	
	7	

6 lb. Bread p. week which will serve them at Dinner and with the cold meat and a little addition of Bread and cheese we propose should be their supper.

For Occasional uses we will provide.

Some flower, rice, sugar, vinegar, pepper, salt.

50 Galls, water for each person, Bowls, Platters and spoons, Candles.

We will ship 3 Mos Provisions at the above allowance tho' we hope your Lordships will insist only on our supplying them with as much of each species as they can use.

Richard Oswald
and Comp.

Conditions of Emigration

A

From Canadian Archives, *N.S.A.*, XXXVII, 229-230. Written 1750.

Shipped by the grace of God in good order and well conditioned by John Dick in and upon the good ship, called Ann whereof is master under God for this present voyage John Spurrier and now riding at anchor in the maze and by God's Grace bound for Halifax in the Province of Nova Scotia to say

Three Hundred and twelve People, Men, Women, and children with their Baggage

being marked and numbred as in the margent and are to be delivered in the like good order, and well conditioned at the afore said Port of Halifax (the danger of the seas only excepted) unto the order of said John Dick or to his assignes, he or they paying fraight for the said goods as P charter party with primage and avrage accustomed. . . . . .

Dated in Rotterdam 21 June 1750,

Jno. Spurrier

B

From Canadian Archives, *N.S.A.*, XXXIX, 175.

The Germans were very sickly and many dead. They were in general old miserable wretches and complain much of their Passages not being paid as the Swiss were.

Your Lordship must settle with Mr. Dick. I have employ'd them in the publick works which reduces the Labour in general sixpence a day and they are to work their passage, Those that have dyed will be a loss, there were not people here to purchase them . . . . .

C

From Canadian Archives, *N.S.A.*, XL, 131-135.

Rotterdam February 23, 1751

In natural Progression I come to the article of crowding too many People into the ship, and by that means Introducing sickness and Fatality amongst the people, ...

I am farr from disputing the Intelligence of their Lordships Informer of Navall Affairs, but his skill in Arithmetick may realy be a little disputed for insteed of 221 Freights she measur'd 223½ and tho' she had in 322, and not as is mentioned 324 persons yet these combined made out but 228½ Freights, by which it must evidently appear to Their Lordships there were but Five Freights, more than were originally intended, according to custom for the ship, and for all whom, excepting these Five Freights proper Bed places were errected agreable to the printed order of Counsill at Philadelphia, by which it is Ennacted that each Bed place for 4 whole Freights, shall be 6 Foott Broad and 6 Foott long English measure, all above 14 years old, reckon'd whole Freights from 14 to 4, half freights those under 4 lay with their parents; in this I thought I could not err, as the Authority of those of the Head of a colony, which has flourish'd many Years, was my sanction, and as all others Interested in conveying Foreigners, to the American Colonys, absolutely allow no more, and even this only since the Publication of this Act.

Their Lordships Observation that there was no Ventilator on board the ship is just, they will please to consider that it really should not have been wanting had there been a person in the country that could have fix'd it. . . . . .

Thomas Hill, Esq., Secry to the Lords Commissrs for Trade and Plantns.

JOHN DICK

D

From Canadian Archives, *N.S.A.*, XLIX, 66-79. Written 1752.

I cannot omit acquainting your Lordships that the people in general who were sent over this year by Mr. Dick, complain of his having persuaded them at their embarking to sell off every thing even the little Bedding they had, by which means they have lain

on the bare Decks and Platforms dureing their voyage and are still destitute of all kind of bedding. This has caused the death of many both on the passage and here ashore since they were landed; what Mr. Dick could mean by persuading these poor wretches to dispose of all their Bedding and little necessarys in the manner as they have represented to me, I really cannot say, but to me it looks as if it was done to give room for crowding in a greater number of people into the ships that brought them, which I assure your Lordships, by the reports which were made to me with regard to that affair was done to a great degree, and thereby great sickness was occasioned of which so many died.

I must further mention its being notorious to everybody here, that among the number of these settlers which Mr. Dick has sent this year there were many, very many poor old decriped creatures both men and women who were objects fitter to have been kept in almshouses than to be sent over here as settlers to work for their Bread. Several that are dead were reported to me by the persons that attended them to have been upwards of eighty years of age, and I have at this instant a report before me from one of our Surgeons, of two Swiss that came this year who are dying with old age.

The 26th of last month, the last of these settlers were landed when there were above thirty of them that could not stirr off the Beach eight of them orphans who immediately had the best care taken of them, notwithstanding which, two of them dyed after being carried to the Hospital; within about twelve days time there were fourteen orphans belonging to these settlers that were taken in the Orphan house. . . . . .

I must now acquaint your Lordship that these foreign settlers are become so very uneasy, and discontented that many of them have gone off from this place to the Island of St. Johns, ...

I am Earnestly to entreat your Lordships that you may not suffer any more of these foreign settlers to be sent over, for nothing can possibly distress us more than these allready have done. And besides many other evils and inconveniences we feel from them by working for their passage in such numbers, they allmost deprive our other Inhabitants of the means of subsistence. . . . . .

The inconveniences that attend the foreign settlers being obliged to pay their Passage by their labour, that they are deprived thereby

of all means of getting any thing towards providing themselves with necessarys and of laying up wherewith all to enable them to stock their farms when they get them besides the discontent it gives them to be obliged to do it which these who came this year alledge those who came the first were not obliged to do, and further that they were drawn in to sign to such an agreement. . . . . .

P. T. HOPSON

Halifax 16th of October 1752
Rt. Honble Lords of Trade and Plantation.

THE SETTLEMENT OF HALIFAX

A

From Canadian Archives, *N.S.A.*, XXXIV, 202-205. Written 1749.

The number of settlers men, women, and children is 1400 but I beg leave to observe to your Lordship that amongst these the number of industrious active men proper to undertake and carry on a New Settlement is very small—of soldiers there is only 100—of Tradesmen Sailors and others able and willing to work not above 200 more—the rest are poor idle worthless vagabonds that embraced the opportunity to get provisions for one year without labour, or Sailors that only wanted a passage to New England. Many have come as into a Hospital, to be cured. . . . . .

Many of the Settlers are without shoes, stockings or shirts, I shall be obliged to furnish what is absolutely necessary, which they shall pay in work when we build storehouses Hospitals etc. There are indeed many come over of the better sort who tho' they do not work themselves, are very useful in managing the rest. I have appointed two or three of these Overseers to each ships Company. . . . . .

Chibucto, July ye 24th 1749.

ED. CORNWALLIS

B

From John Wilson, *A Genuine Narrative,* (London, n.d.), 10-11. Written about 1751.

Many unfortunate People died of Cold the first Winter after their Settlement. This indeed, may be imputed to the Want of Houses, which only such as could build were able to obtain;

and to see the vast Flakes of Snow lying about the Tents of those who had been accustomed to warm fires about Newcastle and London, was enough to move the Heart of Stone. . . . . .

And last winter, a loaf of Bread, containing three Pound eight Ounces, was sold for Sixpence; Beef sells at Sixpence per Pound; Mutton at Seven-pence; but Pork is a little more reasonable; The Method of buying these, is thus: The Creature is put alive into a Scale, with it's feet tied; and according to its Weight it is sold, most frequently at Two-pence half-penny per pound; the other Creatures are slaughtered in the Market-place, but most frequently such as are capable chuse to buy them on their Feet, and have them slaughtered at their own Houses: With all these, as also Liquors, viz, Rum, Brandy, and Beer, they are supplied from New England; which likewise furnishes Fowls, and these are sold at the following Prices: A Hen is sold at two Shillings and Sixpence; a Goose at three Shillings and Sixpence; a Duck at three Shillings; and a Pint of Milk costs one Shilling; the Hay, on which the cowes feed, is brought from Boston in New England.

C

From Canadian Archives, *N.S.A.*, XXXVI, 5-11.

And that he believed the whole settlement [Halifax] consisted of about 3000 Persons . . . . . New England chiefly intended a Fishery and were people of substance, and many did not accept of the Governor's allowances except Loss of Lands, that they expected a great many Schooners from New England in the fishing season, that two vessels were building at Halifax for the fishery, that there was great plenty of Fish in the Harbours and Bason chiefly Cod and Lobsters, that they had also Trout in the season. That two schooners were employed to fish for the settlers that there was great plenty of fresh Provisions from Minas, Beef and mutton exceeding good at 3d p. pound . . . . . .

No Garden stuff or corn had been yet put in the ground, but that they had carrots and Turnips very cheap from Annapolis Royal. That there were Hares Partridges, wild Pigeons and geese in the different seasons, that they had some Hogs and Cows enough. That a Brewhouse was erecting to brew spruce for the settlement and that in the meantime molasses was delivered to the people to brew

for themselves that their Beer was exceeding good and wholesome and fit to drink in two days.

. . . . . It consisted of about 400 Houses, built of wood and covered with shingles and chimneys of brick or stone dug up there . . . . . That the Road to Minas lately made was a very fine one, Twenty feet wide, and had five bridges upon it. . . . . .

The people were in good Health and very industrious and their Numbers increased by 7 or 800 Familys from New England, and that more were expected with schooners for the Fishery, and that one Gentleman was preparing to come down with 20,000£, that there were also some people from other places. That 300 Houses were already tenantable, 400 covered in, and the frames for 700 up, that there was plenty of Provisions of all sorts, and the settlers were supplied with fresh provisions two days in a week . . . . . Mr. Mauger's information to the Board of Trade.

DUNK HALIFAX

LOSS OF EMIGRANTS TO THE FRENCH

From Canadian Archives, *N.S.A.*, XLVIII, 69. Written 1752.

Dear neighbour, herewith we acquainte you that we have been exceedingly well received here, each of us has fifty acres of Good cleared land, three years provisions, Tools cloths, a bed and everything else necessary given him—as you are the only friend we have in Halifax in whom we can confide and trust, we beg you'l deliver in the most private manner the several letters here inclosed to the people directed to. Ludwig Kinig desires you also to shew this letter to his wife and to desire her to come away . . . . . .

Signed by Johann Jacob Huth, Johann Jacob Shuman, Casper Pruhn, Michael Goiller and Ludwig Kinig directed to Johannes Young at Gorham's Point.

Abstract of sundry letters from Louisbourg translated from the German into English dated the 15th of Novr. 1752.

FINANCING OF EMIGRATION

From Canadian Archives, *N.S.A.*, XLVI, 126-127. Written 1752.

The article of labour is another heavy charge in the past Expence of the Province, upon which we must desire some information as we don't know whether the foreign Protestants who went

last year have been employed, or how far they have worked out the passage upon the Terms proposed; It would certainly be right to employ these people preferably to all others, until they have repaid the charge of their Freight; that the two chief Ends proposed by sending over these people upon such terms may be answered, the Accomodating the foreign Protestant settlers in their passage without loss to the Publick and reducing the Price of labour in the Works . . . . . .

Whitehall, March 6th, 1752.

DUNK HALIFAX CHAS. TOWNSEND
J. GRENVILLE JAMES OSWALD
DUPPLIN

WAGES OF SETTLERS

From Canadian Archives, *N.S.A.*, LV, 154.

Halifax 14th June, 1754

They [the people in Lunenburg] are now so industrious that the Price of Labour is allready reduced among them to ten pence or at most a shilling P. day by which means they are able to supply the New England vessels with Cord Wood at two shillings p cord, who call in there for it on their return home from this port or Louisbourg.

CHARLES LAWRENCE

PROGRESS OF LUNENBURGH

From Canadian Archives, *N.S.A.*, LXXXVII, 174-176.

To the Right Honble the Lord Commissioners of Trade & Plantation

June 10, 1777

The Memorial & Petition of Martin Kaulback in behalf of himself & others the Settlers of the Township of Lunenburgh in Nova Scotia.

Humbly Sheweth,

That your Petitioners from the Encouragement offered them from Government in the year of 50 left their Native Country Germany & arrived at Halifax in Nova Scotia.

Your petitioners in the Year of 53 where removed by order of Govr Hobson, to Lunenburgh & there formed into a Township & put in possession of a Town & Garden Lot.

In the Year of 55 each of Your Petitioners received 30 Acres of Land & a Common of 2000 adjacent to the town, which they soon improved.

In the year of 61 your petitioners received 300 Acres each & then petitioned Govr Lawrence for a Grant of the same.

He died before they could obtain it.

Govr Wilmot that succeeded Govr Lawrence ordered a grant to be made, but demanded a sum for it, as your Petitioner's Abilities were no way able to pay. Govr Lord Wm Campbell that succeeded Govr Wilmot did the same.

His Excellency Govr Legge in compassion to your Lordships petitioners low Circumstances offered to forgive his Emolument of the Grant just before he quitted the province.

The Township that your petitioners were placed in, was a Wild Wilderness of Woods, & Inhabited by the savage Indian, who inhumanely murdered many of your Petitioners friends.

Your petitioners have under the protection of God & there own Industry cultivated & brought to this Wilderness to become now a fruitful Village—

They have taken the oaths of allegiance & Supremacy to his Majesty. They have always been & ever will remain his Loyal Subjects.

Therefore Your petitioners most humbly prays your Lordships, that your Lordships will be pleased to order a Grant to be given to your Petitioners for their Lands promised them Gratis.

And your
Petitioners as in duty bound shall ever pray

MARTIN KAULBACK

PROTESTS AGAINST EMIGRATION FROM GREAT BRITAIN

From Canadian Archives, *N.S.A.*, LXXXIX, 162.

Whitehall 6th July, 1774

The increase of Inhabitants in the Province of Nova Scotia, by Emigration from the Kingdom may be of Local Advantage to the Colony, but is a Circumstance of very alarming consequence and consideration, in respect to the Interests and security of Great Britain. And as it is an Evil that must soon require some remedy, you will do well to order an exact account to be taken and trans-

mitted to me, from time to time, of the number of persons coming into the Province either from hence, or from Ireland. . . . . .

Dartmouth

Checking English Emigration

From Canadian Archives, *N.S.A.*, XLIII, 43-44.

Halifax, June 27th, 1776.

As I had application made to me from some Yorkshire families, to leave this Province and return home, who seem'd Heartily Sick of their jaunt, I thought it might have a proper Effect at home, to prevent the old Country, from loosing so many of her Subjects, I have therefore given some their passage to England and others to Ireland, if this Step meets your Lordships approbation, I shall be happy.

Eyre Massey

Immigration from New England

A

From Canadian Archives, *N.S.A.*, LXIII, 85.

Halifax, Sept. 20, 1759

The people that take up the lands of La Have and Port Senior are Fishermen from Plymouth in New England and dealers in Lumber from other parts of that Province they are coming amongst us with views of entering immediately on those branches of business those for Cape Sable are Fishermen like wise. . . . . .

Chas. Lawrence

B

From Canadian Archives, *N.S.A.*, LXV, 184-185. Written 1761.

The present state of the new settlements in Nova Scotia.

As their early arriving in the spring may be a means of their doing something towards raising Provisions this year I order'd the other three Government vessels to repair to Connecticut and Boston to take in the settlers for Inslow and Truro and have given orders to Mr. Hancock to hire as many others as will be sufficient to embark all those who shall be ready, at the allowance of Two Ton per head. As the run will be short the expense will not be great . . . . . .

in Mr. Belcher's letter of the 10 April, 1761.

OVER POPULATION IN NEW ENGLAND COLONIES

From Canadian Archives, *N.S.A.*, LXXVI, 64-65.

Nova Scotia, Halifax, 30 April, 1765

My Lords—

These persons [from Pensilvania, New Jersey and neighbouring colonies] are come in behalf of several Associations of Commercial people, and others in good Circumstances to view the Country and Examine what advantages the settlements and cultivation of it may produce, by their accounts, the considerable numbers of Germans, annually imported in the Colonies from whence they come, has so over-stocked the good lands, and those situated within any convenient distance of Navigation, that not only many of them have lately been obliged to move into Carolina, and Virginia, but that there are also Now numbers of useless persons among them; and this is not the only motive they have for making settlements in this country, for the merchants in those parts are much at a loss to provide an Export in return for the British Commodities they take, and therefore, have turn'd their thoughts to this Province for Fish and Hemp to produce which, of the best kind and greatest Abundance nothing but a sufficiency of labouring people is wanting, and thus those people being employed they will be sufficiently diverted from any attention to manufactures . . .

M. WILMOT

ENCOURAGEMENT OF MIGRATION FROM NEW ENGLAND

From Canadian Archives, *Dartmouth Papers*, I, No. 915. Written 1773.

Reasons why the Governor of Nova Scotia should not have been restricted from passing grants of land to people from the northern colonies in America but to encourage them to settle in this viz.—

The northern Colonies of North America such as the Massachusetts, Connecticut, Rhode Island, New Jerseys, and Pensilvania, by the natural encrease of their Inhabitants, and by the acquisition of others from Europe, will soon occupy all the uncultivated lands in those Governments; and when these lands are settled numbers of inhabitants not being provided for with lands, will be necessitated to go into Manufactures, which will tend greatly to the prejudice of the trade of Great Britain.

In order therefore to prevent hereafter the setting up Manufacturers in the Colonies, they should be encouraged in the Farming

business by Grants of land on easy terms, in any of his Majesty's territories that remain unapropriated by the Crown and such lands there are in the Province of Nova Scotia sufficient for at least One hundred Thousand Families now lying waste uncultivated and desart.

Its' a proposition undeniable that while the Americans can get land to settle as Farmers, they will never run into Manufactures. Labour is so much cheaper in Europe that no manufacture can be carried on at present in America but with certain loss as they have experienced

The Granting land in Nova Scotia should have been restricted with regard to the emigration from Great Britain and Ireland only, as these people are many of them manufacturers as well as Farmers, and the former will in time set up and instruct the Americans in the business of manufacturing and the emigration of the farmers will tend greatly to the lessning the landed Interest of Great Britain.

Whereas were Grants of land allowed to be made to the people from the Colonies on easy terms. This province wou'd fill with such inhabitants to the great advantage of the mother country, especially as Farmers in settling a new Country consume at least double to what they do on old settled Farms, as every new Farm requires more utensils and materials for improving and it would also be a certain means of drawing off many people from the Sea port Towns, and other parts in those Colonies, who now have no land to work on, or are in any employment, but that of running into Mobs and Cabals, and who in this Colony would make good Farmers or Fishermen, and become in time useful subjects to the Crown of great Britain. . . . . .

Accompanying a letter to James Fulton dated Halifax, December 13, 1773.

United Empire Loyalists

A

From Canadian Archives, *N.S.A.*, XCIV, 2-7.

Governor Legge. Whitehall 1st July 1775

Sir,

The attention I am obliged in the present Moment to give to the orders and Instructions which the increase & continuance of the

unnatural Rebellion in North America require, makes it impossible for me to enter into a consideration of those matters in your Several dispatches which regard the ordinary domestick occurrences of your Government. What I have now in command from The King is of more Importance. The Flame of Rebellion in North America has spread so wide, and rages with so much fury, as to compell many of His Majesty's Subjects who are too Weak to resist the Violences of the Rebels, and too well disposed to concur in their measures to abandon their Country and seek for protection where it is to be found. His Majesty feels for their Sufferings and Situation and wishes to afford them every possible Assistance.

With this disposition His Majesty considers that His Province of Nova Scotia may become a happy Assylum to many unfortunate families & may also under proper Encouragement afford those Supplies to the West India Islands which they can no longer receive from other Colonies.

It is therefore The Kings pleasure that the Execution of the plan for the Disposal of Lands by Sale, directed in His Majesty's Instructions to you of the 3d Feby 1774. be for the present Suspended and that you do make gratuitous grants to all persons who may be driven to seek Shelter in Nova Scotia from the Tyranny & oppression that prevails in those Colonies where Rebellion has set up its Standard; the said grants to be exempt from Quit Rents for Ten years & to be made in such Quantities & Situations as shall correspond with the Condition of the persons applying for the same.

It is also His Majesty's pleasure, that all other restrictions and Reservations with regard to Wood Lands and other Lands, directed in any former letters you have received from me be Suspended, and that you do grant Licences & give every other Encouragement to persons who may make proposals for cutting wood on His Majesty's Lands & converting it into Lumber for the West India Markets, and also for the Exportation of Coals to those Islands, proper Security being given in boath Cases for Landing the Commodity there and bringing back Certificates of its having been so landed; and as a further Encouragement to such undertakings you may give Assurances that so soon as Parliament meets, application will be made for obtaining an Allowance of public Bounties on the Importation of Lumber from Nova Scotia into the West India Islands.

His Majesty's gracious Intentions in what I have stated to you cannot be too generally known, and therefore you will cause them to be made public in such manner as you shall think most effectual for that purpose, and further, that in cases where any fugitives from the other Colonies under the circumstances, I have stated to you, may happen to be in such Indigence as to require support and relief—they will be Victualled at the public Expence in proportion to their real want.

To this end It is His Majesty's pleasure that you do occasionally and as circumstances shall require it purchase proper Quantities and Assortments of provisions and cause the same to be issued to such Refugees who are really objects of Charity taking care that the daily allowance to any one person does not exceed in Value 6d Sterling, and that the Issue be properly checked & controlled.

His Majesty trusts that the discretionary power hereby given to you will be exercised with the greatest frugality & economy and the Expences must be defrayed by your Bills of Exchange upon the Lords Commissioners of the Treasury.

I am &c,
DARTMOUTH

B

From Canadian Archives, *N.S.A.*, XCV, 188-192.

Halifax 18th March 1776

My Lord.

The Number of Families from the Continent hath been much fewer than I expected, it Seems the Rebels took every method to prevent their coming, by Stopping all their Vessels, and Seizing their effects. So that the Friends of Government among them, have in a manner been Totally ruin'd, those who came here, early took the opportunity, and bringing with them their Vessels and Effects, have most of them been Employ'd in the Fishery, and in Trade, so that their demands on Government have been trifling, not above three Families have applied for Relief, which I have order'd Agreeable to His Majesty's Instructions, and have not as yet drawn for more than One hundred pounds on the Treasury; but the last letters from General How, informs me, that two hundred Families will embark from Boston to this place, among whom are many necessituous, which will distress us greatly, as Provision

is not to be, purchas'd on any account, the small Supplies we have had for the support of the Town, has been from Boston and the West Indies; I hope therefore the Provision I wrote for to be sent here in my Letter No. 52, wherein I have more fully explain'd the circumstances of this Province, has been thought an essential measure, and that it will soon arrive, and relieve us from that Scene of Distress, which is likely to take place here.

FRANS LEGGE

The Right Honorable
The Earl of Dartmouth.

C

From Canadian Archives, *N.S.A.*, XCVI, 189-190.

Halifax the 6th October 1776

My Lord

Almost all the Refugees from Boston are leaving and, as they are frightened to death at the cold already, as well as at the Expence of buying Provisions, I pitty the poor Subalterns, as till very lately Beef was one Shilling a pound, Mutton &c in Proportion, and three Shilling a piece for common Fowls: I have all the woemen of the Army and their Children still here, as they are almost naked, but I do Everything to Keep Peace and quietness, in my power, I hear the Soldiers with the Grand Army are vastly happy, that I have their poor Children at School, and Lt Governor Arbuthnot gives the woemen work in the Dock yard to Pick Oakum.

EYRE MASSEY,
Majr Genl America Only

D

From Canadian Archives, *N.S.A.*, CII, 87-91.

Nova Scotia
Halifax 26th Octobr 1782

Sir

I arrived here on the 5th of this Instant and on the 9th following I was sworn into the Administration of the Government of this Province.

Just before my arrival Sir Guy Carleton, had in a Letter Addressed to the Lieutenant Governor Sir Andrew Hammond, signified that upwards of Six hundred persons Refugees, Women and

Children, included, were desirous of Embarking from New York for this Province this Autumn, and a much larger number in the Spring, but that for the present he did not think he could provide Shipping for more than three hundred; that their expectations are, and Sir Guy Carleton recommends that to each family should be granted five or Six hundred Acres, that two thousand Acres shall be appropriated for a Glebe, for the Church, and one thousand for the School, in each Township I suppose; and that the grantees shall be exempted from the payment of any Fees, the reservation of any Quit Rent, or any pecuniary obligation whatsoever.

In Consequence of this information Sir, I have given directions that lands may be provided for this purpose and that enquiry shall be made, as to such lands as have been long since granted, and now remain unimproved and unoccupied, But as the terms on which it is expected the lands shall be granted, and which Sir Guy Carleton Earnestly recommends, differ much from what I am to observe by His Majesty's Instructions, I am to Entreat Sir, that I may receive Your directions on this occasion.

Sir Guy Carleton further recommends, that the Refugees may have the aid of Materials and Artificers for Building, both of which, for want of a Fund, I am unable to supply.

J. PARR

E

From Canadian Archives, *N.S.A.*, CIII, 98-99.

Nova Scotia
Halifax 6th June 1783

Sir,

In my letter dated the 15th January, I had the honor to inform you of the arrival in this Province of a number of Refugees, and since that there have arriv'd in different places upwards of Seven thousand persons including men women and Children, these are to be followed by three thousand of the Provincial Forces, with sexeral others, as I am inform'd of a different Denomination.

I have already Sir, mention'd to you an Expence that must be incurr'd to put those under Shelter, whose arrival I was then to expect, but, since that time, as I have mention'd, the number has greatly increas'd, which will consequently be a very considerable addition to that expence, with which is to be included other mater-

ials for Building, Tools for Husbandry, and Contingencies, the amount of which I cannot yet compute, not being sufficiently acquainted with their wants.

All which I intreat, Sir, you will be pleas'd to represent to the Lords Commissioners of His Majestys Treasury.

I have the honor to be with the Utmost respect.

Sir

Your most obedient
and most humble Servant

J. PARR

The Right Honorable
Thomas Townshend.

F

From *ibid.*, 138-142.

Whitehall 8th August 1783

Governor of Nova Scotia

Sir

The Proprietors of Lands upon the Island of St John having, for the accomodation of such of the Loyalists now at New York and in Nova Scotia, as Should prefer Settling upon that Island, given up to the Crown one fourth part of their Estates for the use of those People, and as it is more than probable from Accounts that have been received that many Families will in consequence thereof be disposed to remove to that Island, The King has been graciously pleased to direct an Assortment of Iron Work, Tools &c (equal to one fourth of the Quantity intended for the Refugees in Nova Scotia) to be sent to your care, which you will forward to Governor Paterson at St. John's, whenever you shall receive authentic Information that any number of those People have removed thither, letting the Governor know the mode you have adopted for the distribution of the different Articles and furnishing him with any Information that may be of use upon the occasion.

His Majesty very much approves of the proposal contained in Your Letter No. 6 of leaving it to the option of the men of any of the Corps now in Nova Scotia, which may be disbanded, to remain and become Settlers; for which Purpose His Majesty's Commands will be signified to the Officer Commanding His Troops in that Province, whenever the Reduction shall be determined to take

place; and you will receive by this conveyance Instructions for holding out to them grants of Land, and other Encouragements to induce them to Accede to your Proposal.

G

From *ibid.*, 174-182.

Halifax Nova Scotia
30th Septr 1783

My Lord

The Miscarriage of these Dispatches [with reference to settlement of the Loyalists], and want of Instructions on a matter of so great importance has given me great concern and anxiety whilst unexpected, and unprepar'd, great numbers have been landed in different parts of this Province, from the month of last November to the end of July upwards of 13000 Persons, men Women and Children, have arrived at Halifax, Annapolis Royal, Port Rosway and St Johns River, and Cumberland, and, since that period great numbers have been Landed at those places, and at Passamaquoddy. (between St Johns River and the River St Croix) the amount of whom I cannot yet ascertain for want of Exact returns, by Conjecture the whole already arriv'd may amount to upwards of 18,000 persons.

But, being well assur'd of His Majesty's most gracious intentions towards these meritorious and Suffering people, I have exerted my Utmost Endeavours for their Accomodation, by Sending Surveyors to the different districts, where they had arriv'd, to Locate them on the lands, which having been liable to forfeiture, had been Escheated, or were then under a process for forfeiture, in order to provide for those who might arrive, more numerous than my Expectation, and as a further provision for them I had, very early, given directions to provide what Quantity of Boards coud be procur'd to cover them in their Habitations.

I visited Port Rosway, as soon as I could, after the arrival of the Refugees, the Number at that place are upwards of 5000 persons, and many more I expect will soon arrive there. I Appointed Magistrates and Establish'd order amongst them, and I flatter myself they will soon become a happy and flourishing Settlement.

J. PARR

The Right Honorable
Lord North

H

From *ibid.*, 188-194.

Enclosure in letter of 21st October 1783. Parr to North.

Settlements under Survey for Refuges, & Disbanded American Corps who have arrived in Nova Scotia, from New York, and the number of Surveyors Employed at Each Place.

Settlements	Number of Surveyors Employed
St Johns River, from the Mouth one Hundred and Fifty Miles Up and on all the great Branches	Seven @ 10s. pr Day
Port Roseway, the district of Shelburn, Port Mouton, and the Coast between that & Shelburne.	Six @ 10s. pr Day
Annapolis Basin, St Marys Bay Clare Conway & Bear River	Five at 10s. pr Day
Passamaquoddy, Settleing, Troops, & Loyalist from Penobscot	Three @ 10s. pr Day
Between St Johns & Passamaquoddy Settling a Company of Quakers.	One @ 10s. pr Day
Eastward of New Port	One @ 10s. pr Day
Dartmouth	One @ 10s. pr Day

With each of the above Surveyors, are Employ'd Two Chain Bearers, and an Ax Man, at the lowest Wages, they can be hir'd at, the Amount of which cannot be ascertain'd until the Accounts are produc'd.

I

From *ibid.*, 236-241.

Copy of a Letter from Governor Parr, to The Right Honble The Earl of Shelburne, dated Nova Scotia Halifax 16*th Decr.* 1783

My Lord,

They are chiefly filled with the great Emigration of Loyalists from New York and other parts of the Continent to this Province, which I believe is now at an end, at least for this winter, it is impossible to ascertain the exact number, but they do not fall Short of 30,000 Souls, to whom I have rendered every Service, and paid every attention in my power, which they very gratefully acknowledge, except a few worthless characters, whose sorded wishes are not to be gratified, Several new Towns are almost compleated, the

most considerable, most flourishing, and the most expeditious that ever was built in so short a Space of time is Shelburne, 800 Houses are already finished, 600 more in great forwardness, and several Hundred largely begun upon, with Wharfs and other Erections, upwards of 12,000 Inhabitants, about 100 Sail of Vessels, a most beautiful Situation, the Land good, and the finest and best Harbour in the world. I have not a doubt of its being, one day or other, the first Port in this part of America. it is much Superior to this, in many points. Two Towns are Erecting at the mouth of the River St John, and two in the Bay of Passamaquoddy, the Town of Annapolis very much enlarged, a new one building near it, also a Settlement of German Soldiers, every Harbour upon the Coast, from the gut of Canso, to Cape Sable, is settling with Fishermen, and some disbanded Soldiers, who I wish to employ in that Branch of the Riches of the Province. The whole of the Loyalists have been dispersed, agreable to their several occupations. I have had application from several hundred Families in New England and Connecticut for Lands, and to know upon what footing they would be received here, those who have personally come with their Families, I have Settled upon Lands, and have wrote to Lord North for Instructions relative to those who may come hereafter.

Lord Charles Montague is just arrived here from Jamaica with his Regiment, in order to settle them in this Province, I shall pay him every possible attention, and provide for his People in the Spring; this is a dreadful time of the year for those who have lately arrived, particularly from the Southern parts.

I beg my Compliments to Lady Shelburne, and have the honor to be

My Lord
Your Lordship's
faithful humble Servant
J. Parr

XXI

AGRICULTURE

The wars which characterized the history of the Maritimes had serious effects on agriculture. The French had developed an agricultural technique in adaptation to the tidal marshes of the Bay of Fundy. Partly as a war

measure to check the export of agricultural products to Cape Breton, the Acadians were expelled and their farms were taken over by the English. The loss of the French technique was of serious importance. Along the Atlantic coast and in other areas newly settled by the English the technique of agriculture was brought from New England. The rapid increase in population was encouraged by the granting of land to settlers, and this was accompanied as usual by speculation.

BACKWARDNESS OF FRENCH AGRICULTURE

From Canadian Archives, *N.S.A.*, XXIII, 50. Written 1734.

For as to the present Inhabitants they are rather a pest and incumbrance than of an advantage to the country, being a proud Lazy Obstinate and untractable People Unskillfull in the methods of agriculture, nor will be led or drove into a better way of thinking, and (what is still worse) greatly disaffected to the Government. They raise (it is true) both Corn and Cattle on Marsh lands that wants no clearing but they have not in almost a century clear'd the Quantity of 300 acres of wood Land. From their Corn and cattle they have plenty of Dung for manure, wch they make no use of but when it encreases so as to become troublesome then instead of laying it on their Lands they get rid of it by removing their barnes to another Spot.

R. PHILIPPS

Augt 3d 1734.

THE USE OF DYKES AT MINAS

From *The state of trade in the Northern Colonies*, (London, 1748), 70-71.

The Inhabitants make a joint Business of Dyking in several large Tracts, which serve first as common Fields, and being afterwards subdivided into smaller Allotments are capable of the various improvements before-mentioned: Their Dykes are made of large Sods of Marsh cut up in square Pieces, and raised about five Feet higher than the common Surface, of competent Thickness to withstand the Force of the Tides, and soon grow very firm and durable being overspread with Grass, and have commonly Foot-paths on their Summit, which are both convenient and delightful. . . . . .

There is one Thing peculiar to these People which has secured their Allegiance during the present War, that is, the Dread of hav-

ing their Dykes cut down, and their Estates by that Means ruined by the English this Practice they felt the severe effects of about forty Years ago, when their Lands were thus exposed by the New-England Forces, the Remembrance of which is pretty strongly impressed on the old Inhabitants, and has had a very good Effect on their Posterity.

French Agricultural Technique

From *A geographical history of Nova Scotia* (London, 1749), 22-23.

The French chose this Part [Minas] to settle in for the Conveniency of the Marshes, of which there are Millions of acres hereabouts. In these Lands there was no Timber to be clear'd off, no Morasses to be drained, upon a little Trial they found the Soil rich, knew it would want but little manure, and was easy of Tillage. It was observed, that they were only flooded at Spring Tides, and therefore it would be no very difficult Matter to fence out the Sea, by making it a joint-work to raise Dykes for that Purpose. These Dykes being made with dry Sods, intermixed with Marsh, grow very compact in a little Time, the Marsh serving the use of Mortar to the Sods; they are soon covered with Grass, and furnish the Farmer with Footways to his Lands.

These Marshes join close up to the Verge of the Uplands, by which means they receive all the Washings from them which are brought down the Rivers every Flood. These Washings are very good Manure, and help greatly to enrich the Soil, insomuch, that the Land, with a little Labour, yields fine Crops of Corn the second Year after it is drain'd and, in a few Years more, will produce both Scotch, and several other kinds of Seed Grass. Thus the Farmer is furnished with both Corn and grazing Land in the Marshes, and a small Part of Upland supplies him with Garden-Stuff. The great Disadvantage that attends Estates of this kind is very obvious and well known, I mean the Danger they are exposed to, of having their Dykes broke down as well by extraordinary and unexpected Floods, as by several other Accidents; whenever this happens the Damage is severely felt, since besides all other Losses, nothing will grow upon the Land for two or three Years after.

AGRICULTURE AT HALIFAX

From Canadian Archives, *N.S.A.*, LV, 112-113.

Halifax, 1st June, 1754

Everything has gone well at Lunenburg since my last, the Inhabitants are almost incredibly industrious and have already this year planted seven hundred Bushels of Potatoes, they have also sown some Flax seed they brought with them from Germany which comes up very well and will furnish them with a sufficient quantity of seed that they purpose to make use of as soon as they have properly prepared the land for it. The people have clear'd and cultivated their Town and Garden Lots and have made some progress on their Farm lots to which they seem greatly attach'd they have now in the ground above Two Hundred Bushels of Oats, a great quantity of Turnip seed, and some Barley. They have cut a vast quantity of timber staves and Hoops and built a great number of Boats and Canoes. . . . . .

CHARLES LAWRENCE

EXPULSION OF THE ACADIANS

A

From Canadian Archives, *N.S.A.*, LVIII, 85-88.

Halifax, 18th October, 1755

The only safe means that appeared to us, of preventing their return or their collecting themselves again into a large Body, was distributing them among the Colonies from Georgia to New England. Accordingly vessels were hired at the cheapest rates, the embarkation is now in great forwardness, and I am in hopes some of them are already sailed, and that there will not be one remaining by the end of the next month . . . . . .

I have taken all the care in my power to lessen the expence of the transportation of the Inhabitants, the vessels that have been taken up for that purpose, were most of them bound to the places where the Inhabitants were destined, and by that means are hired greatly cheaper than the ordinary Price: They have hitherto been victualled with their own provisions, and will be supply'd for the passage with the Provisions that were taken in the French Forts at Chignecto, as far as they will go.

In order to save as many of the French cattle as possible I have given some of them among such of the settlers as have the means of feeding them in the winter.

As soon as the French are gone, I shall use my best Endeavours to encourage people to come from the Continent to settle their Lands, and if I succeed in this point, we shall soon be in a condition of supplying ourselves with Provisions, and I hope in time be able to strike off the great Expence of the victualling the troops; This was one of the happy effects I proposed to myself, from driving the French off the Isthmus, and the additional circumstance of the inhabitants evacuating the country, will I flatter myself, greatly hasten this event, as it furnishes us with a large quantity of good land ready for immediate Cultivation, renders it difficult for the Indians, who cannot as formerly be supply'd with Provisions and Intelligence, to make incursions upon our settlers, and I believe the French will not now be so sanguine in their Hopes of possessing a province that they have hitherto looked upon as ready peopled for them the moment they could get the better of the English. . .

The Right Honble The Lords Commissrs of
Trade and Plantations.

Charles Lawrence

B

From Canadian Archives, *N.S.A.*, CX, 110-111. Written 1760.

By the Removal of the French Inhabitants from Nova Scotia in 1755, a very large quantity of live stock, consisting of Horn'd cattle, Hogs, sheep, and Horses, which belonged to the said Inhabitants, and is valued at upwards of £20,000 sterlg was forfeited to the Crown. And the Lords Commissioners for Trade and Plantations having been informed, upon a late enquiry made by their Lordships into the manner in which the said live stock had been disposed of, that Mr. Grant, one of the Council there, had purchased about one hundred head of these horned cattle of Mr. Saul, Commissary of Provisions there; and that a considerable part had been applyed to the use of victualling the troops, stationed in that Province and supplying His Majesty's ship there with fresh meat, by the contractors or their agents; and in particular that several

thousand head of Hogs had been salted and Purchased for the use of the said Troops by Mr. Saul, as agent for the contractors; . . .

JOHN POWNALL

Whitehall March 25th, 1760

To Samuel Martin Esquire, Secretary to the Lords Commissioners of His Majesty's Treasury.

DEPENDENCE OF ENGLISH ON FRENCH EXPERIENCE WITH DYKES

From Canadian Archives, *N.S.A.*, CX, 271.

Halifax Decemr 12th 1760

The dykes may be put into very good condition if with Your Lordships approbation one hundred of the French inhabitants may be employed in different parts of the Province to instruct and assist in these repairs, the new settlers, who are come from a country in which no such works are wanting. . . . . .

JONATHAN BELCHER

The Right Honourable the Lords Commissioners of Trade and Plantations.

PROBLEMS OF AGRICULTURE

From Canadian Archives, *Brown Collection,* Folios 126-135.

Observations on the Progress of Agriculture in Nova Scotia and New Brunswick for the consideration of the Proprietors in both Provinces

The former Inhabitants the Acadian who were settled before us on the Different Rivers which empty in the Bay of Fundy had many Difficulties to encounter before they could obtain the Opulence and Happiness they Enjoy'd; being ignorant of the Value & fertility of those valuable Marshes in every place where they were settled; but so soon as they acquired the Knowledge of their great production of all sorts of grain, and the facility of obtaining great Crops, with little Labour. They gave up the Cultivation of upland, to that degree as to make no use of their Manure: And also chose to remove their Barns & Hovels, rather than Cart it away, they were so Ignorant of the true principles of Husbandry that in the Course of a Century & a half they neither made Cheese nor Butter that was merchantable. . . . . They did not Labour more than half their time, the other half being chiefly taken up by their Holidays; Notwithstanding all those disadvantages, and their rais-

ing very few Potatoes, and many none at all; They sold great quantities of Grain, & Cattle, and were well supplied with every common Necessary of Life; . . . . . .

The season for Cultivation being very short they always used to Plow their Land in the fall and so compleatly drained their Marshes that they facillitated the Evacuation of the water made by the Winter Snow. So that their Land (with the assistance of the Air & Sun) was ready to receive their Seed two or three weeks earlier than when plow'd in Spring, a practice not made use of by the present Inhabitants to their great Disadvantage. For all Grain in proportion will be reaped earlier than what is sowed late. It will also avoid all the Disasters that accrue from Bleak winds & Frosts, which late Grain is subject to; and occasions the Scarcity of Provisions so frequent in these Provinces. . . . . .

I would also mention a practice made use of by the French; They had two sorts of Hay, English mowed before Harvest, and Salt mowed upon Undyked Marsh after, So that Hay time never Interfer'd with their Harvest, whereas the principal Hay now made on Marshes is commonly called flat Grass, which should be cut in the middle of our Harvest according to the timely rule of cutting Grass, which will prevent the present Inhabitants from making great progress in raising Grain, for if they was to attempt it in a Country so destitute of Labourers, and so dear when most wanting, the Hay or Grain must Inevitably suffer as both want to be Harvested in September.

The Inhabitants labour under another Disadvantage in providing their Fuel in the Severest of the Winter, when the wood is so hard to cut on account of the Frost; they get it chiefly while in the Spring or fall they might cut double the quantity with less hardship, and was always practiced by the French in the last of March, or beginning of April, and drawn in with the first Snows the ensuing Winter; whereby they avoided the Hardships we undergo in getting our Fuel in the Severity of the Winter, and have time to thresh their Grain . . . . . .

If we review the present state of the County of Cumberland & Westmoreland we cannot without regret see the great loss of both counties from the want of Labourers to Dyke and Drain their Marshes, both Counties contain near one hundred Thousand acres of Valuable March and Intervale, perhaps not more than one hund-

redth part well Cultivated either in Grain or Grass; . . . . . In the present State of those Counties there is not more than one Thousand Acres cultivated in Grain which will amount by the same Calculation to five thousand Pounds. And ten Thousand Acres usually called English Hay, but not one third equal to the true English in value, raised from the Seed (where the Land is in proper Cultivation and properly laid down) and does not produce on an average more than one & a half Ton to the Acre, And cannot be valued at more than three Dollars per Ton, which makes forty five thousand Dollars, which is eleven Thousand two hundred and fifty pounds, of the remaining eighty nine Thousand Acres there's not more than two thirds made use of, which cannot be reckoned at more than one Ton per Acre on a average; and is not worth at The outside more than two Dollars per Ton (That is to say Fifty nine thousand three hundred & thirty three Acres) which amounts to one Hundred and eighteen Thousand six hundred and sixty six Dollars, or twenty-nine Thous- six hundred and Sixty six pounds ten Shillings which Total makes Forty five thousand nine hundred and Sixteen Pounds ten Shillings. So that agreeable to this Calculation the Two Provinces loose in those Counties only Three Hundred and Fifty four Thousand & eighty three pounds ten shillings annually for the want of Twelve Days work per Acre in Dyking and Draining, which expence though so trifleing is not at present within the reach of the present Inhabitants in General, on the Account of the high price of Labour, which exceeds the present profit of the Farmers. As it is Observable by past experience; That a Number of the Cultivators have sunk their Capital; while a Number of their Labourers and Servants, have raised themselves upon their ruin and at this Day you cannot get Men to work Dyking or Draining, under a Dollar per Day; . . . . . .

REQUEST FOR ACADIAN LABOUR FROM ENGLISH

From Canadian Archives, *N.S.A.*, LXXVI, 56-57.

To His Excellency Montagu Wilmot Esquire. March 23d, 1765

The Memorial of the Inhabitants of King's County Humbly sheweth

That the French Accadians who have hitherto been stationed in this Country, have been of great use as Labourers in assisting the carrying on our Business in agriculture and Improvements in General but particularly in the repairing and making dykes a

work which they are accustomed to, and experienced in, and we find that without their further assistance many of us cannot continue our Improvements, nor plough nor sowe our lands, nor finish the Dykeing still required to secure our lands from Salt water, and being convinced from experience that unless those Dyke Lands are inclosed we cannot with certainty raise Bread for our Subsistence.

Your Memorialists therefore Humbly pray your Excellency will be pleased to take this matter of so much consequence to us into consideration, to permit the accadians to remain with us the Ensueing Summer, and to continue to them the allowance of Provisions as hitherto, which enables them to labour at much lower wages than if obliged to purchase Provisions, especially at the high Price they now bear in the country, and which will tend greatly to the encouragement and Success of these Infant settlements. . . . . .

Signed: 5 names in behalf of inhabitants of Cornwallis, 5 names for Horton, 2 names for Windsor, 1 name for King's County, 4 names for Falmouth Township, 2 names for township of Newport.

Agricultural Technique

From John Robinson and Thomas Rispin, *A journey through Nova Scotia* (York, 1774), 21-34.

In clearing their Woodland, they cut down the trees two or three feet from the ground, and let them lay until summer, about which time they are dry, and they set them in fire as they lay. At the back end of the year they sow the land down with rye, harrowing it in amongst the ashes without any plowing; where the stumps are thick they hoe it in. The first year's crop generally pays them all the expence of cutting and burning; the next year they plant potatoes, and so continue three or four years, while the stumps are rotten, when they pull them up with a yoak of oxen. There are men in the country who take the land to clear, and will cut down and burn it for twenty shillings an acre. Some let their ground lie, after the first crop, for pasturing, until all the stumps are decayed, which appears to be the best way. Where the trees have grown are little hills, which take some time to level, and make ready for laying down; but when it is properly laid down, it makes excellent pasture, and naturally grows a fine white clover.

When they break up the swarth land in the marshes, they plow it about the fall, and sow it in the spring with wheat, which grows very well. We saw fine wheat, growing upon the marshes, and as thick as it could stand. The soil is exceedingly good, and several yards deep. The French have grown wheat for fourteen or fifteen years together without a fallow, and the land brought good crops to the last. The French had such plenty of manure, and so little occasion to use it, that they suffered it to lay about their barns in such quantities, that it became so troublesome, they were obliged to remove their barns to other places; And it is observable at this day, that there is always a piece of good ground where their houses have stood. The soil in general is of a lightish, warm nature, though in some parts of a reddish sand, mixed with a little gravel; in others, a whitish, loamy earth, and in some places a strong clay. The soil is, generally a foot or two deep, where you come to an exceeding fine clay, that makes good handsome bricks; Some parts of the country are rough and rocky.

Their cattle are but small, much like our Lancashire beasts, but not quite so large; They are lively-looking cattle, with fine horns. They keep many oxen, with which they till their lands, and use them in all draughts. We have seen from one to four pair of oxen at one team, both at plow and at a wain, which they call carts, without any horse at them. They are in general good draught beasts and are as tractable and observe the driver's word, as well as our horses in England. They work their oxen until they are eight or ten years old before they feed them, and they in general grow to be good beasts. During our stay at Cornwallis, we saw a pair which had been fed, sold to a butcher at Halifax for thirty-three pounds fifteen shillings. They do not use whips in driving. We never saw any in the country, instead of which they make use of long rods. The French used to yoak their cattle by the horns; but in those parts they yoak them now after the English method.

The horses are small, chiefly of the French breed, about fourteen hands and a half high, plain made, but good in nature. They seldom draw with any, so that few keep more than one or two for their own riding; they all naturally pace, and will travel a long way in a day: They are very dear: a horse that would sell for about six pounds in England, would fetch ten with them. Their method of

breaking them is very extraordinary: They yoke a pair of oxen to a cart, and tie the horse to it, and drive away till they have rendered him quite gentle. They then put on the bridle, and he is mounted without more to do.

Their cows like the oxen, are but a smallish breed, and their management of them so bad, that they give but a small quantity of milk; for they fetch them up early every evening to milk, and let them fast till seven or eight o'clock the next morning. Mr. Robert Wilson, who went this year from Helperby, nigh Boroughbridge, in the country of York, bought an estate at Granville: He let his cows out all night in their pastures, and the little time he had them when we were there, which was about three weeks, they gave near double quantity. A pretty good cow and calf will sell at Cumberland for about five pounds ten, or six pounds; but at Annapolis, and other parts of the country, as good may be bought for four pounds ten or five pounds. It is very common amongst the wealthy farmers, to let out to the poorer sort of people their cows for twenty shillings a-year. There are some that have from ten or twenty let out in this manner. They generally value the cow when they lend her out, and if any improvement is made, the borrower has a proper consideration; but if she be any worse he must make a suitable satisfaction. They let out brood mares and sows after the same manner.

Their method of rearing calves is somewhat singular; as soon as they go to milk, they turn out their calves which suck one side of the cows, as the women milk on the other, and when they have done they are put up again, and continued to be fed in this manner till they are three or four months old, when they are turned out to grass: They never hopple their cows, but milk them into a pail, which they call a bucket, with a wooden bowl; and as soon as they have milked sile it into stone dublers or bowls before it cools, that it turns sower in six or eight hours. It is common to let it stand eight and forty hours, when they can take the cream off and double it up like a pancake. The milk is so very sower and stiff that it turns out of the bowl like a cake of flummery: They say the sowerer it is they get the more cream and butter. The Irish have still a different way, for they put their milk into a barrel churn as soon as it is milked, for five or six days together, and when they think it is a proper time, they let off the milk and churn for butter.

However different their method of managing the dairy is from that used with us, yet we must do them the justice to say, that we have eaten as good butter of their manufacturing, as ever we eat in England: It seems too their butter will keep well, for we met with some that was exceedingly good which had been kept (as we were informed) a whole year.

The women are very industrious house-wives, and spin the flax, the growth of their own farms and weave both their linen and woollen cloth; they also bleach their linen and dye their yarn themselves. Though they will not descend to work out of doors, either in time of hay or harvest, yet they are exceedingly diligent in every domestic employment. The candles, soap and starch, which are used in their families, are of their own manufacturing. They also make their own yeast, and make a kind of liquor, by boiling the branches of the spruce tree, to which they add molasses, and cause it to ferment in the manner we do treacle beer in England.

The sheep appear to be of the Spanish breed, are long legged, loose made, and have short but fine wooll. They clip four, five, and some six pounds, which they sell for eighteen pence a pound.

The pigs are of a very different breed, much inferior to any we ever saw in England; They feed them very fat with Indian corn, pompkins, or potatoes. They keep their pork and beef always in pickle, and never dry it as is customary in England.

Their houses are generally built square, and chiefly of wood, with chimneys of brick in the centre, so contrived as to convey the smoke from all the different fireplaces. The windows are all sash'd and as they pay no duty for them, they are very numerous, and render their houses light and pleasant. They all build with post and pan; when they get about three yards high they take it in a little; about two yards higher they fix their chamber windows, and above them their roofs; some build a storey higher. After being boarded, they appear very neat and compleat houses. They board the outside up to the roof, with what they call clapboards, which are about four inches broad, a quarter of an inch thick on the lower side, and exceedingly thin on the upper, so as to lay on each other's edge. They wainscot the inside and make it very neat. Their roofs are covered with planks, on these they fix what they call shingles, which are pieces of boards, about eight inches long,

four broad, and a quarter of an inch thick at the bottom, and thin at the top, and are used much in the same manner as we do slate in England. All their houses have cellars under them, and are in general very convenient.

Their barns are built of wood, some of them with clap-boards and shingles in the manner of their houses. They contain different apartments for their horses, cows, and sheep; and have a floor above for their hay and corn, which is for the most part deposited in their barns, as they do not seem fond of stacking. The entrance of their barns is so large as to admit a loaded waggon.

The weather is finer and milder at the back end of the year than it generally is in England, and their winter does not commence till the latter end of December. It generally begins with hoar frosts, succeeded by snow, which usually falls in great quantities for a few days, and is followed by clear settled frosty weather; so that the snow frequently covers the ground for near three months. The farmers take this opportunity to lead home what hay they have stacked, or rather made up into piles for loading in winter, which is generally in their more distant closes, and of supplying themselves with firewood, and for building; the roads, at this season, after being beat, are exceedingly good. Great numbers of the inhabitants employ much of their time in hunting in the woods, where they will frequently continue for a week, taking a quantity of provisions with them; and at any time when there store is exhausted, they can readily make a fire and dress part of the game they have taken, for which purpose they constantly carry a steel and tinder-box, with matches, &c, in their pockets. At night they make large fires, near which they wrap themselves up in blankets, and lay down to sleep with as much composure as if they were in their own houses; . . . . . When the snows are very deep, they have what they call snow shoes to walk in, which keep them from sinking. On the outside of those shoes is a wood rim, about the thickness of a good walking stick, turned like an ox-bow, the back part is almost close, they are near a foot broad in the middle and a foot and a half long; worked at the bottom like a sieve with thongs of the mouse-deer's skin, pieces of wood are fixed across, which make a place for the feet, and they are fastened on with straps. The snow usually begins to go about the beginning of March. Their spring is generally cold,

and something later than in England. When their vegetables of any kind once begin to grow, they make a more rapid progress than any we ever observed in England; and it is really astonishing how a close of grass or corn will spring up in a few days.

Money is indeed very scarce in this part of the world, so that trade is chiefly carried on by the bartering of their goods, which is undoubtedly a great disadvantage to the country, and on account of which they labour under the greatest inconveniencies. What they purchase at present, is for the most part on a year's credit, and they do not pay less than a hundred per cent. interest. Their payments are made at the end of the year, with wheat, butter, cheese, beasts and horses, or whatever is convenient for them. There are merchants, whom they call store-keepers, who derive great advantage, by supplying them with all sorts of cloths, linen as well as woollen, and wearing apparel; also rum, sugar, molasses, &c, imported from Boston and the West-Indies; for which they receive the produce of the country and export it in return for the merchandize they receive from abroad. By this profitable traffic, many of them concerned in it have made fortunes in a few years. We knew some that has not been in business above four or five years, and began trade with a mere trifle, at this time worth fourteen or fifteen hundred pounds; notwithstanding they did not seem to be acquainted with the best markets either to buy or sell at.

At present they consume the greatest part of their produce at home; . . . . . .

The greatest disadvantage this country at present labours under is, that its inhabitants are few; and those in general, ignorant, indolent, bad managers, and what is the natural consequence of such qualities, the greatest part of them are poor: . . . . . .

The real truth of the matter [why some of inhabitants are selling lands] is, that large tracts of ground, chiefly woodland, were granted to the first settlers, who in general, were very poor; yet, by a perserving industry and good management, they have cleared great quantities, which they occasionally sell off, in order that they may be the better enabled to proceed in the improvement stocking of the remainder of their lands.

A poor man may take a farm, stocked by the landlord for which the latter receives for the rent, half its produce; or, for every cow,

thirty pounds of butter, half the cheese; and so in proportion of whatever else the farm produces . . . .

The inhabitants are of different countries, though chiefly from New England, Ireland and Scotland. The New Englanders are a stout, tall, well-made people, extremely fluent of speech, and are remarkably courteous to strangers. Indeed the inhabitants, in general, poor as well as rich, possess much complacence and good manners, with which they treat each other as well as foreignèrs. . . .

The men wear their hair queu'd, and their cloathing, except on Sundays, is generally home-made, with checked shirts; and, in winter, they wear linsey-woolsey shirts, also breeches, stocking and shoes: instead of which, in summer, they have long trousers, that reach down to their feet. They dress exceedingly gay on a Sunday, and then wear the finest cloth and linen. Many of them wear ruffled shirts, who, during the rest of the week, go without shoes or stockings; and there is so great a difference in their dress, that you would scarce know them to be the same people.

The women, in general, (except on Sundays) wear woollseys both for petticoats and aprons; and, instead of stays, they wear a loose jacket like a bedgown. It is owing to the high price of stays, and not to any dislike they have to them, that they are not worn in common. The few that are used are imported either from New or Old England, as they have not any staymakers amongst them. The women, in summer, in imitation of the men, usually go without stockings or shoes, and many without caps. They take much pains with their hair, which they tie in their necks, and fix it to the crown of their heads. Nor are they on the Sabbath less gay than the men, dressing for the most part in silks and callicoes, with long ruffles; their hair dressed high, and many without caps. When at Church, or Meeting, from the mistress to the scullion girl, they have all their fans. We even thought, in the article of dress, they outdid the good women of England.

Nothing can be said in favour of the inhabitants, as to their management in farming. They neither discover judgment or industry. Such of the New Englanders, into whose manners and characters we particularly inspected, appeared to us to be lazy, indolent people. In general they continue in bed till seven or eight o'clock in the morning; and the first thing they do, after quitting it, is to get a glass of rum after which they prepare for breakfast, before

they go out to work, and return to dinner by eleven: They go out again about two, and at four return to tea. Sometimes they work an hour, or two after, and then return home, both masters and their servants, amongst whom there seems to be no distinction; and you scarce can know one from the other. They are all Misters and Sirs, and their maidens all Misses; so that you never hear a Christian name mentioned. They usually all eat together at one table, except amongst a few of the wealthier sort. . . . . They have a weekly market on Saturdays [Halifax]. Their provisions sold rather high, viz. beef fivepence a pound; mutton eightpence; veal fourpence, and salmon fourpence a pound; eggs a penny a piece; butter eightpence a pound. They have exceedingly fine flour, which they sell at eighteen shillings per hundred . . . . . .

LAND POLICY

ENCOURAGEMENT TO SETTLERS

From Canadian Archives, *N.S.A.*, XXXVI, 117-119.

Enclosure in letter of 9th March 1749/50. *Lords of Trade to Bedford*

The Right Honble the Lords Commissioners for Trade and Plantations do by His Majesty's authority and command declare that the following Bountys and Encouragements will be allowed to all Masons, Bricklayers, Brickmakers, Carpenters, Joiners, Ship Wrights, Mill Wrights, Persons skilled in Husbandry and other useful handicrafts Trades provided they do obtain proper and Authentick Recommendations or certificates of their abilities and industry in their respective trades or employments from two or more persons of Substance credit and Reputation being of the town or Parish where such persons have resided respectively and exercised their trades or Employments for the space of Six Months, preceding the said recommendations which must likewise be specifyed in such certificates. Vizt.

That fifty acres of land will be granted in Fee simple to every settler free from the Payment of any quit Rents or taxes for the term of ten years, at the expiration whereof no person to pay more than one shilling p annum for every fifty acres so granted.

That a grant of ten acres over and above the said fifty acres will be made to each settler having a Family, for every person, includ-

ing women and children of which his Family shall consist, and further Grants made to them on the like conditions as their Famillies shall increase or in proportion to their abillities to cultivate the same.

That all such as are willing to accept of the above proposals, shall with their Famillies and effects be transported to Nova Scotia, at the Publick Expence, subsisted during their passage and for a reasonable time after their arrival at the discretion of the Governor.

That they shall be furnished with arms and ammunition as far as will be judged necessary for their defence with a proper quantity of materials and utensils for Husbandry clearing and cultivating their Lands Erecting Habitations, carrying on the Fishery, and such other purposes as shall be necessary for their Support.

Speculation in Land

From Canadian Archives, *N.S.A.*, XXXVII, 211.

Boston 16 June 1750

T'is a common thing here for people to lay out all their money to purchase vast tracts of lands not with a view to cultivate them but fully determined never to touch them. They wait patiently till the country round these tracts becomes settled and cultivated and then sell parcels of their land to great Advantage. . . . . .

Hugh Davidson

Terms of Land Sales

From Canadian Archives, *Ermatinger Papers*, S812.

the 22d December 1770

Mr. Thomas Bridge, London.

Since my last to you of the 30th Octobre last, I have seen Mr. Collins, who intends selling his share of the lands granted, at St. Johns in Nova Scotia as I have informed you, He allready send thither six familys some time in summer 1769, and the terms on which he granted them part of those lands are as follows the grants begin the 3 of June 1769 2 akres in front and 50 akres deep being 100 akres to each of the familys, from which time till 1773 they pay at the rate of 3d sterling per akre annually from 1773 to 1777, 6d per akre and from that time to 1781 12d per akre, and for the time after 15d per akre annually and perpetuity, and 3d ground rent to be paid for ever to the 3 of June for each year, the Lose-

vents are 8% in which grant are also reserved, such as preference of purchasing, hunting, shuting and fishing on the said lands, as also that to errect wind and water mills besides the springs and river and all the wood for building shipps, they are also obliged to carry their corn to the proprietors mil and they are to keep the Publick and the kings road in repair. Mr. Collins on the departure of those familys advanced 25 Spanish dollars to each of them, to better enable them to make a good settlement, they are to repay them in three years with interest. Those are the conditions on which his land was graned.

FINANCING OF LAND SALES

From John Robinson and Thomas Rispin, *A journey through Nova Scotia*, 17. Written 1774.

Mr. Franklin has very extensive tracts of land upon both sides of this river [River Bare], where he is settling farmers. A man may have as much land as he pleases; the first year he pays nothing; for the next five years a penny acre; the next five threepence; for five years after that sixpence; and then one shilling an acre for ever to him and his heirs.

GRANTS TO LOYALISTS

From Canadian Archives, *N.S.E.*, IV, 98-106.

George R

Additional Instructions to our Trusty and well beloved John Parr Esq, Our Captain General and Governor in Chief in and over our Province of Nova Scotia in America, or in his Absence to the Lieut. Governor or Commander in chief of our said Province for the Time being. Given at our Court of St James's the 10th day of June 1783 In the Twenty third year of our Reign.

It is our Will and Pleasure that in all Cases of Applications for Lands in our said province of Nova Scotia from Persons who have been residents in any of the Colonies or Provinces, now the United States of America, and who on Account of their Loyalty to us shall willingly or by Compulsion remove into our said Province, you with the Advice of our Council shall in all things conform to our General Instructions with respect to the granting of Lands, and in particular to that Part of Our said Instructions by which

you are authorized to grant Lands to any Person who shall be of Ability to improve the same, in addition to their Family Rights, provided that such Addition do not exceed one Thousand Acres.

And for the further encouragement of our Subjects being under the above description, It is our Will and Pleasure that the Purchase Money of ten Shillings for every hundred Acres of Land to be granted in Addition, and which by our said Instructions is directed to be paid by the Grantee, shall be remitted; and that the Quit Rent to be reserved in the several Grants to be made to our said Subjects, shall not commence or be payable 'till after the end and expiration of ten years from the date of the respective Grants.

And it is our further Will and Pleasure that the Lands to be granted by you as aforesaid, shall be laid out in such Townships as shall be most convenient and consistent with the views of the Settlers, and at the same time conformable to our General Instructions, and with the same reservations of Lands for Fortifications and Allotments for the building of Churches & Schools & for Glebes, as are therein directed, allowing however a Quantity not exceeding one thousand Acres for a Glebe & five hundred Acres for the Maintenance of a Schoolmaster in each Township.

And Whereas We are desirous of testifying our Approbation of the Services and Bravery of such of our Land Forces who may be reduced in our said Province, It is therefore our Will & Pleasure that you do grant to such of the non Commissioned Officers & private Men of our Land forces now serving in our said Province who shall be reduced therein & personally apply for the same with an Intent to become actual Settlers, and not otherwise, the following Quantities of Land Subject to the usual conditions of Cultivation and Improvement & the usual reserved Quit Rent at the Expiration of ten Years from the date of the Grants—Vizt To every non Commissioned Officer two Hundred Acres, To every private Man one Hundred Acres exclusive of the Quantity such non Commissioned Officer or private man may otherwise be entitled to for every Person in Family except himself, And that the Warrants & Grants for the said Lands be delivered to them free of any Fees or Expence whatever, but that such Fees together with the Expence of Surveys be paid as herein before directed in the case of Grants of Lands to Settlers removing from the united States of America into the said Province.

XXII
INDUSTRY

An increase in population after the conquest was responsible for industrial growth. Building material was in demand at an early date, and the manufacture of bricks and lumber was among the first developments in industry. The manufacture of products which conflicted with the mercantile policy was restricted. Domestic industries and mining were carefully watched, but, nevertheless, increased to a considerable extent.

MANUFACTURE OF BRICKS

From John Robinson and Thomas Rispin, *A journey to Nova Scotia,* 11. Written 1774.

(Cornwallis twp.) About two feet from the surface is a very fine clay, that will make any sort of bricks, but their method of making them is exceedingly tedious. They never cast up their clay before spring, and give it one turn: When it is ready for making, they employ only two men to make them. They have a mould that holds three bricks, which the one carries off whilst the other molds them. They burn their bricks with wood and the bricks have a good appearance, but they sell them at twenty shillings per thousand which is a very high price.

TRADE IN LUMBER

From Canadian Archives, *N.S.A.*, LXVII, 64-66.

There is already Fifteen Saw Mills built and building in the New Townships, which in a year or two will cut deals more than sufficient for their own consumption:

Great part of the supplies of those commodities are brought to Great Britain in foreign Bottoms, and the Freight and purchase paid for principally in cash, and not with British manufacture; and therefore a disadvantagious Trade; The difficulties at present of transferring this channel of Trade to the Plantations is the want of a sufficient number of Hands to fell the Timber and saw into Boards, and the distance of the Place, and consequently a longer Voyage and higher Freight; to remedy this last if an additional Duty was laid on deals as to make the Freight equal, as for instance,

	£	s	d
Duty on Deals is 28s/ p 100 equal to 1000 feet	1	8	0
Freight of 100 Deals from Norway and the Baltic	3	0	0
The supposed Additional Duty 12s/ p 100		12	0
	£ 5	0	0

Freight from Nova Scotia
50s p Ton 100 of Deals of 1000 feet equal to two Ton 5 0 0
This would leave the first purchase of deals equal at the place of shipping. . . . . .

Chas. Morris
Chf. Survr.

9th January, 1762.

Prices of Timber

From Canadian Archives, *N.S.A.*, LXXXVI, 134. Dated 1770.

Prices of Timber etc at the undermentioned places.

At Chester, Muchamush, Laha, Liverpool, Vascue Ieboge, Sisabue, St. Johns etc . . . . . .

Timber Oak, black birch, Elm, Ash, Beach, and maple P ton 15/ to 16/
Do Pine ..... do 9/ to 11/
Do Board pr. Thousand feet .....31/ ....
Do plank in proportion .....
Do and spruce Sparrs from 15
Inches down pr inch 6/
Do mast from 30 to 26 ins Each £12
Do ..... 26 to 20 ins Do £8. 10.
Do .....20 to 16 ins Do....4....
Ash oar Rafters pr feet ..... / 1½

Ins		ins			
24	Dimr	6 thick.....	7s	6d
Do		4.....	5	0
30		6.....	11	9½
Do		4.....	7	4
36		6.....	16	11
Do		4.....	11	3
60		6.....	£2	10	0

20th July 1770 Hallifax Careening yard.

Wm. Johns

Manufacturing

A

Halifax, Nova Scotia, 21 Nov. 1766

From Canadian Archives, *N.S.A.*, LXXVIII, 176-178.

There are no manufactures of any sort carried on unless the Distilling melasses into Rum and making of loaf sugar be deem'd such.

The only public encouragement given to the Distillers and the sugar Baking is an impost duty of five pence p gallon on Spirits and one penny pr pound on loaf sugar imported from the Colonies, without which it is apprehended from the additional price of Labour and rough materials, they could not carry on those branches of business to equal advantage with their neighbours.

The Country people in General work up for their own use into Stockings (gloves and course cloath) a stuff called Home spun what little wool their few sheep produce, and they also make part of their Coarse linnen from the flax they produce . . . . . .

MICHAEL FRANCKLIN

The Right Honoble the Earl of Shelburne.

B

From *ibid.*, 249.

Abstract of the Number of Inhabitants and Produce &c^{a} of the Province of Nova Scotia, to the 31st December, 1766 . . . . . .

Number of Families—2,375.
Number of Persons—9,789.
Lands granted, Acres
Arable—4,911¼. Mowing—9,870. Pasture—13,646¾.
Wood—455,910¾.
Grain. Bushells—66,760½.
Cattle
Horses—1,131. Horned—10,638. Sheep—6,672.
Roots. Bushells—45,363.
Sea Vessells.
Square rigg'd and others—292.
Fish.
Quintalls—21,929.
Barrells—10,013.
Oil. Barrells—238.
Boards. Feet—1,132,184.
Manufactories.
Hemp pounds weight—1,549¼.
Flax pounds weight—31,053¼.
Mills.
Saw—20. Grist—24. Hemp—1.

C.

From Canadian Archives, *N.S.A.*, LXXXIII, 13.

A State of the Manufactures carried on in Nova Scotia this 11th July, 1768.

Names of the Manufactures	When Erected	Where Erected	Owners' Names	Quantity of Manufactures	Number of persons Employed
Two Distill Houses	.1 1752	Halifax	Joshua Mauger	About 40,000 Gallons rum	6
	.1 1752	Ditto	John Fillis	About 20,000 Ditto	3
One Sugar House	1763	Ditto	Malachy Salter	About 25 Tons loaf Sugar	4
One Hatter	1764	Ditto	Samuel Bleigh	150 Hats	2
One Tannery	1750	Ditto	Peter Merlen	100 hides Sole leather 50 Calf Skins 150 Sheep Skins	2
One Leather Dresser	1765	Ditto	Nicholas Kindness	50 deer Skins 30 Sheep Skins	1
One Rope Walk	1767	Ditto	Richard Weuman	6 Tons Cordage the greatest part of it made from old Cables	3

REMARKS :

The distillery & Sugar House employ numbers of people out of Doors & are of great Consequence to the trade of the province as the Molasses and raw Sugars are purchased in the West Indies with boards and other lumber and with Mackrill and other Barrell fish as also with the Inferior kind of Dry Cod fish the greatest part of which articles are unfit for any other Market.

EFFECTS OF MERCANTILE POLICY ON MANUFACTURES

From Canadian Archives, *N.S.A.*, LXXXIII, 10-11.

Nova Scotia, Halifax, 11th July 1768

. . . . . The only publick Encouragement given to any of them is the distilleries three pence pr gallon impost duty being laid on Spirits manufactured and imported from the other colonies, but as all spirits pay one shilling per gallon excise, the distillers complain the Impost duty is of no encouragement to them, as the duties of Impost and excise amount to the first cost of the commodity whereby the Temptation to smuggle becomes too great.

I find, there are several persons who have Tann Pitts in any of the country towns, to dress for their own use hides of such cattle as they kill or which meet with accidents, but as those people are also farmers and work occasionally only at the farming business, I conceived it would be improper to place them in the inclosed state. . . . . .

I am also to inform your Lordship that many Families in most of the country Towns make part of the Linnen they use, and the townships of Truro, Onslow, and Londonderry consisting of about eight hundred[20] Inhabitants, many of whom are from the North of Ireland, make all the Linnen they want for their Families, and even sell to this and the neighbouring towns to the amount of Two Hundred pounds annually,

But I apprehend these very people who have been Brought up in Ireland, will make much less Linnen when they get into better circumstances, which will be very soon, but having at present few cattle to attend, and not much grain to thrash and clear in the winter, they have not otherwise sufficient employment, and Indigency obliges them to make use of every means to subsist their families which are for the most part very numerous.

I cannot omit observing to your Lordship, that this Government have at all times been extremely carefull not to give encouragement to any kind of manufactures which might interfere with those of Great Britain.

MICHAEL FRANCKLIN

The Right Honorable the Earl of Hillsborough.

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[20]There were 694 inhabitants in 1766. They raised 7542 pounds of flax.

MINING

Account of Coals received from the Mines at Spanish River & Shipt from thence to the Continent Viz.

1767		Chaldron	bushls
June 15th	Sloop	48	....
July 9th	Sloop	49	17
10.	Sloop	53	6
14.	Brig.	137	....
25.	Schooner	54	18
August 10	Schooner	36	....
10	Sloop	47	33
18	Sloop	32	18
22	Schooner	49	18
24	Schooner	48	18
26	Sloop	62	27
Septemr 2	Sloop	66	27
	Brigg	137	....
7	Schooner	104	....
15	Sloop	75	18
	Sloop	50	12
24	Sloop	69	18
29	Sloop	80	....
October 24	Schooner	87	26
	Sloop	27	18
27	Sloop	70	18
29	Sloop	68	24
	Sloop	68	12
	Sloop	40	....
Novemr 4	Sloop	77	....
	Schooner	39	....
10	Schooner	30	....
	Sloop	72	18

Sent to the Continent (Total)		1783	20
Sloop to New York	60		
Sloop to Providence	54		
By Capt. Oakes sold him & shipt to Boston	44		

By John Mullowney shipt to Philadelphia	45			
By Capt Rundle sold him & sent to England	33			
Captain Combes Do Do	84			
Captain Pyke Do Do	42			
Captain Perkins Do	54			
Captain McLellan Do	4			
Shipt to Louisbourg	76	18	496	18

Chaldron 2280 & 2 busls

N.B. there was also shipt a load of Coals on board the brig Susannah John Junkins master—the Vessell was cast away & all the coals lost on her passage to this Place also eight Chaldron given for Demurrage

March 25, 1768.

WILLIAM LLOYD

EFFECT OF MERCANTILE POLICY ON MINING

From Canadian Archives, *N.S.A.*, XLVI, 135.

In regard to the Colliery mention'd in your letter, for working which you have received some proposals. We are of Opinion that it would be contrary to those Rules of Policy, which this Nation has wisely observed in relation to its colonies, to bring Coals into use in America, as the Use of them would naturally lead them into the Discovery of a variety of Manufactures, the raw materials of which we now receive from them, and afterwards return in Manufactures. . . . . .

Whitehall, March 6th 1752.

DUNK HALIFAX CHAS. TOWNSEND
J. GRENVILLE JAMES OSWALD
DUPPLIN

EXTENT OF MINING

From Canadian Archives, *N.S.A.*, LXXVIII, 112-113.

Halifax, Nova Scotia, 30th September, 1766

There is a picketted Fort of one hundred feet square with a Blockhouse, Barracks and Storehouses for lodging the workmen, Tools

and Provisions; That there is a wharf convenient for the loading the coals close to the Mines; that the Mine at present is in good order; well propped, and the vein appears to be good and large; I am told that the vein is about 12′ thick and half a mile wide; that about twenty men may be employed daily; vessels from Eighty to one hundred tons burthen may take in their loading from the wharfe between the 1st of June and the 15th October with Safety when the wharfe must be taken down and rebuilt in the spring, the Bay being so open, and the Draughts of Ice so violent as to carry it away in the winter Season.

I also find, that the commanding Officer of Louisbourg dug between the 1st of Novr 1761 and 30th June 1764, 4167 chaldron for the use of the King's Troops, which cost the crown near eight hundred pounds, besides utensils and stores, so that, the whole expence came to about five shillings p chaldron.

And I have also made Enquiry concerning the value of the Coals at the Mines, ready dug for transportation, and find that they may be sold at about twelve shillings and sixpence p chaldron; . . . .

To the Right Hon. Lords Commissioners
for Trade and Plantations.

Mich. Franklin

Sale of Coal in Quebec

From *Quebec Gazette*, June 18, 1767, No. 129.

ALL PERSONS DESIROUS OF LOADING COALS FROM THE Mines on the Island of Breton, may be supplied with whatever Quantity they may want, at THREE DOLLARS per Chaldron, delivered along-side of their Vessel in Spanish River, any Time between the last Day of June and the last Day of October next ensuing, by applying to Mr. William Lloyd, at Spanish River aforesaid.

Spanish River, in Cape-Breton, 15 May, 1767.

XXIII

TRANSPORT AND COMMUNICATION.

Early transport was limited to water. An increase in population along the Bay of Fundy was followed by an agitation for the construction of a road across the peninsula to Halifax. An attempt was made to restrict the trade of the Bay of Fundy, which went by water to Boston, by provid-

ing facilities for transport to Halifax. The narrow stretches of land which reduced long water voyages were first subject to improvements in the form of roads.

COMMUNICATIONS IN NOVA SCOTIA

From *A geographical history of Nova Scotia,* (London, 1749), 23-24.

The Town [Minas] is situate on the South Side of the Bay of its own name, near that Part where it sends a narrow Branch or Creek to the South, which, shooting about 15 Miles into the Land, is there skirted by a Village call'd Pigignuit, inhabited by Indians, who, by means of a Carriage-place, pass from thence to Prospect Harbour near la Heve, on the South Coast; By the same Conveyance they have also a Passage from another Branch of this Bay to Cape St. Marie, on the same Coast not far from Canso: I have before taken Notice of the Road from Cobegnuit, at the Bottom of the Bay, to Tetamagouche, on the East Coast:

And there is a ready Way by Water cross the Bay of Fundi to St. John's River, and to the coast of the Western Division. Thus a Communication is opened from this Place to all the three Coasts of the Province. . . . . .

ROAD BUILDING

From Canadian Archives, *N.S.A.,* LV, 21.

Halifax 1st March, 1754

I have the Pleasure to acquaint your Lordships, that since my last the people at Lunenburg have been very quiet and employed themselves in cutting Roads thro' their great Lots, which are now actually finished, and the Lots, are drawn for. The greatest difficulty they labour under is the want of a circulation of money amongst them, which makes them so poor, that they are very bare of cloathes; . . . . . .

CHARLES LAWRENCE

IMPORTANCE OF WATER TRANSPORTATION

From Canadian Archives, *N.S.A.,* LXXVIII, 115-118.

Halifax, N.S., 20th Sept. 1766

For at present although several Paths have been cut to some of the settlements; yet none but that to Windsor have been so far compleated, as to admit of carriages, which is yet in an imperfect state, nor is any other passable for horses without great Difficulty,

(that to Annapolis excepted) on account of the swamps and Rivers over which there are no Bridges; so that they may be deemed a Direction to the foot Travellers only; and although many settlements are forming for the Fishery on the coast between this and Canso, they have no communication but by water only, and all the settlements to the westward of Lunenburg are in the same state . . . . . the produce of the fine fertile marshes and other rich lands in the Bay of Fundy are now chiefly carried to Boston, as the carriage by water is less dangerous than coasting round to this and the other Ports on the Sea Shore; and if this should continue which must be the case untill the Roads are made good, we shall be a Province too much dependant upon New England and remain in a feeble languid state . . . . . .

MICH. FRANCKLIN

To the Right Honble and Honble the
Lords Commissioners for Trade and
Plantations.

PROBLEMS OF FINANCING ROAD CONSTRUCTION

From Canadian Archives, *N.S.A.*, LXXIX, 85-87.

Halifax, Nova Scotia, 21st May, 1767

. . . . . several roads have been opened and brought to some degree of perfection, particularly, one of forty five miles in length leading from this town to the Bay of Fundy, and the best cultivated parts of the country; but as they have never been completely finished, and some parts of them have been carried over bad and improper grounds, they are become very much out of Repair; so that a very small share of the produce of the country can be brought here, (except by a tedious and dangerous navigation) to the disappointment of the country people, who are thereby deprived of an opportunity of dealing with the merchants here, and of discharging the debts contracted with them, and greatly to the disadvantage of the Proprietors of those Lands who reside in this town, on account of the difficulty of obtaining returns, of the profits arising from the money laid out on their improvements, and a further ill consequence has been, that the produce of the country is bought up by traders from New England, who afterwards brought part of it here for sale.

The difficulty My Lord of remedying this, arises from the scarcity

of people, who cannot work on the roads, without neglecting the cultivation of their Lands, from which they draw their whole support, and therefore all they have done is still very ineffectual; and the chief dependance has been on the Troops who have been hired for this purpose at One shilling p^{r} Day, and paid out of the Province funds: and some part by subscription, but the funds were, and are much in debt already on that accot and tho' £200 has been raised by subscription this year yet that was very inadequate to such an expence in order therefore, My Lord, to raise a Sum of money towards so desireable and necessary an undertaking, I granted, to two or three principal merchants here liberty untill the 13th December, of taking coals from some of the Cliffs, on the island of Breton; with an express prohibition against carrying away any from the Mines whence the Troops in garrison at Louisbourg are supplied; in this manner will be rais'd the Sum of £500, for this necessary, and, indeed, indispensable undertaking; . . . . . .

WILLIAM CAMPBELL

The Right Honble the
Earl of Shelburne.

THE HARBOUR AT CHARLOTTETOWN

From Canadian Archives, *P.E.I.A.*, II, 112-114.

Charlotte Town, Island St. John, 6th June, 1773

It [a slip] is composed on each side, of large Hemlock Beams, from two feet and a half to three feet diameter, spliced together lengthwise, and fastened at every six feet crosswise with Keys, dove-tailed into them from ten Inches to twelve in diameter, between each of those keys there are drove into the mud, which after ten Inches deep is very hard, in some places only three, but for the most part four Piles, from six to ten Inches diameter, and from seven to nine Feet long as the ground would admit them; these are drove sloaping towards the centre, and the upper ends bear upon the side Beams, to prevent their being floated by the water. The intervals between these, and all between the great Beams are rammed full of stones, and to make the whole secure as possible there are at every twelve feet along both of the outsides; large Piles drove from six to eight feet into the ground, in a perpendicular direction; and both these, and the other Piles are fastened to the Beams, with wooden pins of a large size, so that

I think it is impossible for it to be moved, by either water or floating Ice. . . . . .

It is only one Beam deep; but as they are so large, it makes very good landing for any kind of Craft, if they draw no more than three Feet water. To have it so as to be able to land upon it at all times of Tide it will require an addition to its length of forty yards: it being now only one hundred and ten, and the distance between high and low water is one hundred and fifty. Which addition I will endeavour to have compleated this Summer . . . . .

Walter Patterson

Disadvantage of Roads from a Military View Point

From Canadian Archives, *P.E.I.A.*, IV, 167-168.

Whitehall, 28th Feb. 1781

The opening easy communications through the Island by Military Roads is a measure which requires more consideration than you appear to have given it, for at the same time it would enable the militia more readily to assemble, it would afford an Enemy the means of penetrating into the Island from every quarter, destroying the settlements and attacking the capital on all sides and by ways they were not expected to come. In the present weak state of the Island the want of good and open Roads may be considered as a great security to the settlements and the Inhabitants from their knowledge of the country will always find means of getting to the capital or principal Posts before an enemy can make a serious attack, and the garrison and militia of the neighbourhood will be sufficient to repel any predatory one, especially when the enemy is prevented from coming any other way by sea . . . . . .

Geo. Germain

To Gov. Patterson.

Postal Facilities

From Canadian Archives, *N.S.A.*, LXXVIII, 146.

Halifax, 15th October, 1766

The Packets with the Publick dispatches for the Government come to New York from whence the letters are dispatched by the Post to the several Colonies except to this Province and the Government of Newfoundland that those letters come no further by Post than Boston, from whence they are sent in Trading vessels,

that these conveyances are very uncertain and precarious on account of their safety as well as the delays which frequently happen and this Province has so little communication with Newfoundland, that not more than one or two conveyances happen in the course of a year . . . . .

MICH. FRANCKLIN

To the Rt. Honble the Earl of Shelburne.

XXIV
TRADE

In the expansion of the trade of Nova Scotia, Boston occupied a prominent position. New England trading and fishing vessels traded in the Bay of Fundy and at Canso. Goods were exchanged from Great Britain, the West Indies, and New England in connection with the fishery at the latter point. Smuggling with the French became important. On the other hand wars, with embargoes and regulations, seriously limited the growth of trade. After the Treaty of Utrecht and with increase in population and production, trade expanded rapidly.

PROBLEMS OF REORGANIZATION FOLLOWING THE TREATY OF UTRECHT

A. EFFECTS OF THE MONOPOLY OF BOSTON

From Canadian Archives, *N.S.A.*, VII, 8-9.

That Collony [Nova Scotia] since itts reduction having all its Supplies from Boston in New England, and the Trade being so managed as to be Ingross'd into the hands of a few men, they have imposed Extreamly upon that place in making them pay for their goods what prices they pleased as is to be observed by a Memoriall of the officers where they say that they have paid 400 p. Ct.

This Usage My Lords (altho perhaps has Enriched one or two Marchts) is not only a great hardship upon the officers, but hath caused ye Indeans as also Most part of the Inhabitants frequently complain and Retire from thence with their furrs and other Merchandize to Cape Breton where all manner of necessary are furnished them att Reasonable Rates (if not by the Marchts) out of the King's Magazine kept there for supplying both Officers and Soldiers, and for the Encouragement of the Savages and others to Trade to that Place.

WM. SHIRREFF

To the Rt. Honble the Lords Commissionrs
of Trade and Plantations, May 24, 1715.

B. Regulation of Trade in Grain

From Canadian Archives, *CIID*, VIII, Pt. I, 90-92.

Proclamation

28 Avril 1720

Veu que les officiers et habitants tant Anglois que Francois D'Annapolis Royale ou des environs présentèrent en mon absence des placets à l'Honnorable Jean Doucet, Ecuyer, Lieutenant Governeur representant les grandes extrémités qu'ils devroient souffrir si l'on permettoit que la grain des mines etc. fut transporté hors de cette Province comme aussy la ruine entiere de la pesche, en rendant les habitans incapables d'equiper leurs vaisseaux, et ayant deûment considere les raisons cy-dessus et pour que les habitans puissent avoir tout l'encouragement possible pour etablir cette province de sa Majeste la Nouvelle Ecosse . . . . . .

J'ordonne aussy par ces presents qu'aucun vaisseau que ce soit ne transporte aucun grain en aucune autre partie de cette Province, ou hors de la dite Province sans mon consentement et pour l'encouragement des negociants dans cette Province et pour que les habitants qui demeurent aux mines qui ont du grain puissent avoir leur a leur plaisir; j'enjoins aux negociants de payer pour le dit grain quarente sols par boisseau ou leurs effets ou marchandises a un prix raisonnable, et que tout le grain que tels negociants recevront a bord soit sur le risque du Gouvernement, pourveu qu'il n'arrive aucun dommage par leur fraude. . . . . .

Donne a Annapolis Royalle le vingt huit avril 1720.

Signé R. Philippe

Extent of Trade in Nova Scotia

From Canadian Archives, *N.S.A.*, XI, 210-214.

Annapolis Royall, Jan 15, 1719/20

Coll. Vetch's answer to the circular queries given him concerning Nova Scotia

As to the trade, of that place [Nova Scotia], it is as yet, not at all considerable and consists chiefly, in furrs, and peltry of all sorts; cod fishing some small matter of Naval Stores, as pitch, tarr, masts, Lumber of all sorts as pipe hhd. and Barrell staves, shingles Boards poles: and hoop poles. Their shipping consists only in sloops, Ketches, shalops and small Boats, from fifty tunns, and

under and of those . . . . . above 25 or 30: from twenty Tunns, upwards, they are mostly Employed . . . . the fishery, or transporting their grain, catle and other commod . . . . Cape Brittonn or Canada, which, are the only places, almost they tr . . . . . save one vessel came from thence directly to England, and anoth . . . . . thence to Jamaica; They are navigated generaly by the Int . . . . . of the country, who are almost all of them. (Less or More) used to . . . . . for those who make it mostly their business - - there are not above . . . . and doe not Encrease, New England on the one hand and Cap Bre . . . . . nada on the other, drawing them from thence, for want of ent . . . . . at home.

As to the Brittish Manufactories, They have no Dir . . . . . Brittan: what they use, they have by way of Boston, at verry . . . . . but is not verry considerable, having Litle to pir . . . . . se . . . . . .the furr, and peltry trade, which is considerable . . . . . ing mostly to . . . and Canada, from whence they are supplyd, ... th what they n . . . . tho att verry high prices; Any of our Brittish Manufactory consumed there, are, course Woolings, as strouds, and Duffles. Little ordinary stuffs cutlery ware nails cordage Iron, Copper and peuter tools, and vessels, of all sorts . . . . . .

Msr subercass, the french Gov . . . . . (whom I succeeded) told me; that the year before wee took the place which was 1709, he sent home for the Canada Company; above forty thousand Beaver skins besides a vast many Martins Minks Otters foxes cats Rakoons Bears Woolverings woodchucks mouse and Deer or Cariboes (as the french call them) which amounted to above double the value of the Beaver; all which is now almost wholly Lost to Great Brittan; by Reason, that the Indians who kill those creatures being intirely in the french Interest; . . . . . .

As to the number of the Inhabitants, I take the french there not to exceed twelve hundred families at most, the Indians in all the several districts, not to exceed five hundred families, or as many fighting men the Brittish including the garison, as it now is, not above three hundred.

. . . . . That New England, Canada, and Cape Brittonn draw a great many people yearly from thence, to the first, because the great trade makes the wages for all sort of labour much higher than in Nova Scotia. . . . . .

Development of Nova Scotia's Trade

A

From Canadian Archives, *N.S.A.*, XX, 125-131.

An account of the Scituation Commerce etc of the Province of Nova Scotia 1731/2

The trade of this Province is carry'd on with shipping from Great Brittain and New England which import Brittish Manufactures and export in return Cod fish Furrs and grain. No shipping properly belong to this Province, the Increase in respect to the Fishery is very considerable as to ye other mentioned commodities no great augmentation.

The Sorts of British Manufactures which are consumed in this Province are chiefly Red and Blew strouds, Kerseys and stufs of several kind and Linnens imported from Great Brittain . . . .

This Province hath no Trade with any foreign Plantations but Cape Breton for a little corn and a few live cattle which is paid for by the French there in their silver coin, and their Trade to Europe is Dry Cod fish which is cur'd at Canso amountg to ye quantity of Fifty or Sixty thousand quintalls annually, which is exported to Spain, Portugall and Streights in ships belonging to Great Britain and New England. . . . . .

. . . . . The Exports communibus annis, may be computed to about sixty or seventy thousand Pounds sterling in Value.

. . . . . The other [sea coal mines at upper end of Bay of Fundy] is difficult of access notwithstanding a chance vessell hath now and then loaded there; there are at this time some persons about makeing a tryal whether they can digg ye coal and Load Vessels there and if found Practicable intend to apply to the Government for leave to export it to New England.

The Inhabitants here are for ye most part French computed to about eight hundred Families. No Blacks Few English Inhabitants besides ye Garrisons.

The French Inhabitants are Increas'd near one half within these ten years; the few English are rather decreas'd for want of Power in Ye Governour of making Grants of Lands. . . . . .

The whole Revenue of this Government in its present situation doth not amount to above Thirty Pounds sterling, which arises from a Quintal of cod fish or ye value thereof paid yearly by every Proprietor of a fishing Room at Canso. . . . . R. Phillips

B

From *ibid.*, 165-166.

Report of a Committee of His Majesty's Council for the Province of Nova Scotia . . .

. . . . . and as to the trade in this part of the Province, but very little the same being carried on by only four or five coasting Vessells from Boston hither, which supply the ffrench Inhabitants with European and West India goods who make two or three trips annually and carry from hence some time grain a few fish but cheifly ffurrs.

As to Canso the trade there is cheifly fish taken for the most part by his Majesty's Subjects from New England and other adjacent Provinces and by them and other sack ships from Britain exported to Market and are there purchased by Bills of exchange, and such Merchandize as the ships import for supplying the fishermen; . . . .

Annapolis Royal
29th May 1732.

ADAMS WM. SHIRREFF
WILL SKENE OTHO HAMILTON

EMBARGO ON EXPORTS

From Canadian Archives, *N.S.A.*, LXI, 91.

Whitehall March 7, 1757

Sir.—I am directed . . . . . to send you the enclosed Act passed in the present session of parliament intitled.

An act to prohibit for a limited time the Exportation of corn, grain, meal, Malt, Flour, Bread, Biscuit, Starch, Beef, Pork, Bacon, and other Victual (except Fish and Roots and Rice to be exported to any part of Europe southward of Cape Finisterre) from His Majesty's colonies and Plantations in America, unless to Great Britain or Ireland or to some of the said Colonies and plantations; and to permit the Importation of Corn and Flour into Great Britain in Neutral Ships; and to allow the Exportation of Wheat, Barley, Oats, Meal and Flour from Great Britain to the Isle of Man for the use of the Inhabitants there.

JOHN POWNALL

Privateering

From *ibid.*, 219-220.

Halifax 9th November 1757

As yet no great progress has been made in consequence thereof owing chiefly to the want of hands for labour, that has been occasioned by the peoples engaging too rashly in the Business of Privateering.

The Right Honourable the Lords Commissioners
of Trade and Plantations

Charles Lawrence

Smuggling with the French

A

From Canadian Archives, *N.S.A.*, LXXXVIII, 152.

The Intercourse you complain of between these people [Nova Scotia Indians and Acadians] and the french, is carried on by your clandestine Traders with those Islands, particularly from the Islands Breton, and, more particularly those settled at Niganich and about Port Dauphin; likewise by several pasports that have been granted in your Government to the Indian chiefs to come to this country, which, I must say, was very inconsiderate in those who granted them, without first having His Majesty's Ministers approbation of it, that it might have been notified to me, that I might have known how to act respecting them; for it is impossible to prevent their communicating with the French if they are admitted into any part of this Island . . . .

To the Honble Michael Francklin
Lieut Govr of Nova Scotia etc.

Hugh Palliser
St. John's Newfoundland,
16 October 1766

B

From Canadian Archives, *N.S.A.*, LXXXIX, 36.

Nova Scotia Halifax 26th April 1773

This [contraband] Trade is carried between the French who inhabit the Isles of Mequilon and St. Peter, and the people Inhabiting the coast from Canseau to the Bay Des Chaleurs, who consist of Indians, French Accadians, Americans and Europeans His Ma-

jesty's Subjects, by the former the latter are supplied with Wine, Brandy and other French European commodities, for which they receive chiefly furrs and Peltry . . . . .

WILLIAM CAMPBELL

The Right Honorable the Earl of Dartmouth
one of His Majesty's Principal Secretaries of State, etc.

C

From *ibid.*, 203-204.

Halifax August 20th 1774

The principal Subject I have to write your Lordship upon, is relative to the Trade carried on between the Isle of Cape Breton the parts adjacent, and its neighbouring Isle of St. Peters, and Miquelon, The advantageous situation and short distance between those places gives them opportunity to carry on this trade without much risque, no preventive officers being stationed but at Louisbourg, and Canso, but there are great number of Ports both in the Isle of Cape Breton besides Louisburg, and as there are so great numbers of English vessels passing thro the Gutt of Canso to Quebec, and for fishing to Isle St. John and Bay Chaleur belonging to almost every Colony on the continent, that were that trade much more extensive than at present, the opportunity of conveying all French goods into the Colonies are so many and Frequent that even with great care and attention it wou'd be next to impossible to prevent it; . . . . . .

FRANCIS LEGGE

The Right Honble
The Earl of Dartmouth.

D

From *ibid.*, 143.

Halifax June 21, 1774

I have received strict orders from His Majesty to prevent any Coals being taken and carried from the Mines of Cape Breton, and am apprehensive that those French settlements are supplyed with fuel from thence and also with dryed Fish for the markets in exchange for Brandies, Wines, and other Merchandize, all which, are clandestinely landed in other parts of the Province to the great

diminution of our Provincial Taxes, a more Effectual Piece of service cannot therefore be done this province than to prevent the same.

The pretence made when they are met at Sea is that they are bound to Newfoundland, or if going westward they are bound from Newfoundland to Louisburg, but if such vessels shall be found to have Sea Coal aboard they must of Necessity have taken it clandestinely from the coal mines of Cape Breton for which they can have no clearance (or if Wines and Brandy) and I think it will be clearly evident from this circumstance that they must have purchased the same at St. Peters . . . . .

FRANCIS LEGGE

His Excellency Mollineux Shuldham Esq.

NOVA SCOTIA'S BALANCE OF TRADE

A

From Canadian Archives, *N.S.A.*, LXXV, 185.

Export of the Production of Nova Scotia for the year 1764.

66,400 Quintals of dried Cod Fish. value	£39,840	
7,200 Barrells of Pickled Fish of difft sorts	7,770	
Lumber	700	
Soal Leather tann'd and dress'd at Halifax and Lunenburg	200	
6 Tons of cheese	280	
Furrs	16,000	
		£64,790
Of the above the following Articles have been of little benefit to the inhabitants of the Province Vizt 22,000 Quintals of Fish caught and made by the people of New England who only reside during the Summer	£39,000	
[*sic*; should be £13,000.]		
Furs exported by Traders from New England and Canada	£ 4,000	
		17,000
Value of the whole exported by the Resident Inhabitants		£47,790

B

From Canadian Archives, *N.S.A.*, XC, 22-24.

Report of the present state and condition of His Majesty's Province of Nova Scotia

Enclosure in letter of 16th Febry 1774
Legge to Dartmouth

A trade is carried on from Nova Scotia to Great Britain and Ireland the Southern parts of Europe, Africa, Azores, and the West Indies, and to the several Colonies on the continent of America, The vessels are chiefly owned in Great Britain and the Colonies, there being but few vessels, and those only small, owned in Nova Scotia.

In 1772 the Imports into Nova Scotia were as follows:

From Great Britain and Ireland, the Islands of Jersey and Guernsey
19 vessels, 2175 Tons, 183 Men.
Cargoes and their Value: Salt, Cordage, Netts, Woollen and Linnen Drapery, Hats Ironmongery, Haberdashery, Milinary, Refin'd Sugar, Beer and other European and East India Articles to the amount of £30,000.

From the Southern part of Europe, Africa, the Azores and West Indies
9 vessels, 485 Tons, 55 Men.
Cargoes: Salt, Rum, Molasses and Brown Sugar to the amount £2000.

From the several colonies
110 vessels, 3996 Tons, 460 Men.
Cargoes: Naval Stores, Beef and Pork, Bread and Flour, Meal, Corn, Salt, Candles, Iron, Rice, Molasses, Tobacco, Muscovado Sugar, Rum, Wine, Pease & Beans, Coffee and other articles to the amount of £31,000.

Total of Vessels Tons, Men and Imports. 138 vessels, 6656 Tons, 698 men . . . . . £63,000 (value of cargo)

In the year 1772. The Exports from Nova Scotia were as follows:

To Great Britain and Ireland, the Islands of Jersey and Guernsey:
14 Vessels, 1890 Tons, 141 Men.
Cargoes and value: Fish, Oil, Lumber, Furrs and other articles £3,750.

To the Southern Parts of Europe, Africa, the Azores and West Indies

17 Vessels, 1025 Tons, 117 Men.

Cargoes: Fish, Oil and Lumber to the amount of £13,615.

To the several Colonies

134 Vessels, 4807 Tons, 606 Men.

Cargoes: Oil, Fish, Moose Skins, Furrs, Beaver, Feathers Grindstones, Rum and other articles to the amount of £26,000.

Total of vessels tons Men and exports

165 Vessels, 7722 Tons, 864 Men, £53,365.

By the foregoing Account a balance of near £10,000, appears against the Trade of Nova Scotia but the Remittances by Bills of Exchange will more than make up that deficiency, and when we consider that numbers of setlers, are annually coming into the province, we must allow some part of the Imports to be on their account, for the purpose of making settlements, and for which no remittance is to be made, as no debt is incurred by such importation, but rather an increase of property accumulated in the Province which must lay a foundation for a more extensive Trade in time to come. And, although but few vessels are at present own'd in the Province, there is a considerable and increasing Boat fishery, which is a Nursery for Seamen, and the great advantages arising from the situation of the Banks so near the whole coast of Nova Scotia must in time draw thither the entire Cod, Fishery of North America . . . . . .

XXV

PUBLIC FINANCE

Problems of public finance were not acute until after the conquest of 1713. The disorganization which followed the war and the division of spoils were responsible for charges of graft and fraud. The rise of the Assembly meant that increased attention was paid to the expenditure and to the collection of revenue. The problems of tax collection were especially evident in Prince Edward Island.

References—J. B. Brebner, *New England's outpost* (New York, 1927); Chester Martin, *Empire and Commonwealth* (Oxford, 1929).

CHARGES OF GRAFT

From Canadian Archives, *N.S.A.*, XXXVII, 166-167.

To the Honble Edwd Cornwallis Esq.

We are informed that Mr. Davidson employs three persons as Agents under him for the sale of his goods. Men who are now in a thriving way tho' they came to the province in the utmost Poverty and Distress; that these persons are the reputed owners of several large warehouses, which it has never been within the compass of their Fortunes to build or fill with goods; that these storehouses were built by the publick workmen and we must observe too at a time when ships were kept at an immense charge to serve for storehouses; In one word, Mr. Davidson is represented to us as a general merchant who deals in Rum Boards, and all sorts of Lumber, in Furniture, apparel, and every kind of merchandize. . . . . .

Whitehall, June 14, 1750.

DUNK HALIFAX
I. GRENVILLE
C. TOWNSHEND

THE RIGHT TO TAX

From Canadian Archives, *N.S.A.*, LXIX, 196.

That it was never understood, the Instruction against laying Duties upon the Importation of the Produce and manufacture of Great Britain, extended to prevent their being excised in Common with the Produce of other Places; either as a mode of raising Money or a necessary measure of Police.

Endorsed—Extract of the Proceedings of the Lds Commrs for Trade and Plantations, 3d Decr. 1762.

CHARGES OF FRAUD

From Canadian Archives, *N.S.A.*, LXII, 11-23. Written 1758.

The several public officers have great Latitude for Fraud and Corruption; the Persons who fill them brings each, the Annual estimate for his Branch, to the Governor, who concurs with him, and sends it Home without advice, consent, or even knowledge of the Council. Their accounts are vouch'd by the Governor, and the contingent account made up, between themselves and the Govr, and vouch'd by him, without ever being supervis'd or any kind of cheque upon their conduct, from any of the other magistrates of

the Council; by which means, the Nation is cheated of some thousands, yearly. By reason of the Estimates being sent Home, in this Manner, the Offices, and the Sallaries annex'd to them, are mention'd without the names of those who fill them; and some men enjoy a Multiplicity of Posts; while others, have hardly a Subsistance. . . . . .

The Proffits on contracts arise thus. The overseer, together with one of his clerks (suppos'd to be his Partner) the master carpenter and mason, draw up the estimates of the office; The two latter are contracted with to do all the publick work and employ all the artificers and Labourers; for no contracts are publickly advertised, and the two Former pay them, mostly, in goods, out of their shop, which is most iniquitous these very men, who do the work, are employ'd to value it when done, without any other person ever being join'd with them, except, now and then one or two of their own workmen or servants.

The commissary of Provisions, is also a purchaser of them at this market; by which means, he can enhance the Price, and then Retail them out to the Inhabitants, at a dear rate; he has been also allow'd to kill, and pack up vast quantities of the French Cattle and Hoggs; but how, and at what Rate, he has accounted for them, no one knows but himself and the Governor . . . . . .

The unnecessary charges of the four[21] offices, which are, at least four fifths of them, being paid, in Bounties, on the Fishery, Husbandry etc. for a few years, would increase in Inhabitants many thousands; which now goes into the Purses of those men, who are striving by all manner of means, to drive the present Inhabitants out, that they may continue to share, among themselves, the repeated grants of Parliament, from year to year, without advancing the least step, towards establishing the settlement.

The Tax which was laid on the People in 1751, without their Consent, under colour of its being paid back to them, in Bounties on the Produce of their Labours; was cheerfully paid, by them, so long as those bounties were continued on the Fishery, Husbandry, etc., but, tho' the Tax is still continued the Bounties have not been paid, these three years past; by which means, the Fishery is

[21]Governor's secretary, commissary of provisions, commissary of dry stores, treasurer.

lost, and the Fishermen who began to flock hither, drove back again, to their former settlements. . . . . .

Fifteen hundred Acres of Land, upon the Peninsula, have been clear'd and fenced in, by the Inhabitants, sowed with Grass, and Planted with Potatoes, and other Roots and garden stuff, and some Grain and above Twenty Houses built, on the Farm Lotts; of all this land the soldiers have pillaged the Produce and entirely destroy'd the Fences and buildings, except two or three, very remote.

At least forty Houses, in the suburbs, have been pull'd down and burnt, by the soldiers. . . . . .

Great Numbers of French Cattle have been given, to Favorites, and particularly, to Irish Papists; while the poor Protestant Inhabitants could not get so much as a cow, for their families.

The value of the cattle, Hoggs, Rum, Melasses, etc taken from the French, was very considerable, twenty thousand Pounds at least, how it has been accounted for, ought to be enquired, since the people did not receive the least benefit, by it . . . . . .

State of facts relating to the Complaint of the Freeholders in Nova Scotia.

FINANCIAL PROBLEMS OF NOVA SCOTIA

From Canadian Archives, *N.S.A.*, LXXII, 83-85.

The Merchants in consequence of the Governments engagements have intrusted their goods and merchandize to the Persons who have a right to these Bounties and who in expectation of being paid have run in debt. As a stoppage of payment has been made for this twelve months past, all Business is at a stand, the credit of the Farmer and Fisherman lost, Lawsuits increasing, and Distress and Ruin succeeding.

The state of the case is this, the merchant purchases his Goods in England on credit, suppose at twelve months, after which he pays interest if he does not remit in due time, and the interest becomes a growing debt; so that if he cannot himself receive a Recompence for his long credit, he must in the end be a Looser both of Money and credit, and thus it is that the Merchants of Halifax having intrusted their effects into the hands of the Farmer and Fisherman in expectation of their bounty Money for Remittance to discharge their Debts, and being deprived thereof by the stop-

page in payment of the Bounties are now paying interest at home for this sum of £10,000. Is it to be wondered at then that they are uneasy . . . . . .

Of the Regulations of Townships

Upon application of the settlers from New England for Townships to General Lawrence, among other promises to induce them to come, this was not the least prevalent, that they should be entitled to the same privileges they enjoyed in the other Colonies, and in particular that of being constructed into Townships, and have Officers chosen by the respective Towns to regulate their own affairs; this would be very essential to establish peace and good order among them, and promote their welfare. This power may be confirmed by Act of Assembly and may consist in making each Township a Body corporate to sue and be sued, to choose by the Freeholders a President and six other Assistants to manage in their behalf the prudential affairs of the Township, a Town clerk, Treasurer, Assessors, Constables and such other officers as each Town are obliged to have by the Laws already made. Their power ought to be confined to the maintenance of the Poor, to the making and repairing Town roads, and such part of a country road as go thro their district, Bridges, etc. to the building of places of public worship and maintenance of the clergy agreeable to the present laws. The good effects of such an Act, will soon be perceived, and many applications to Government now made will soon cease . . . .

Cha. Morris,
Chf. Surv.

Richd Bulkeley
Secr of the Province

Endorsed. State and Condition of the Province of Nova Scotia with some observations etc. 29th Oct. 1763.

Difficulty of Collecting Quit Rents in Prince Edward Island[22]

A

From Canadian Archives, *Dartmouth Papers*, XII, No. 2557.

Memorial of the Proprietors of the Island of St. John in the Gulf

[22]For New Brunswick see J. E. Howe, *Quit-rents in New Brunswick* (Canadian Historical Association Report, 1928, 55-61).

of St. Lawrence, 30 December, 1772

To the Rt. Hon. the Earl of Dartmouth.

That the present settlers (about 3000 in number) labour under the greatest difficulties and hardships for want of an internal communication with the seat of Government, and the different Trading Towns, which very much retards, and they fear will intirely defeat the intended settlement, if it be not speedily remedied; as an intercourse by sea is not uncertain, and expensive, by often times very dangerous, several lives having already been lost in the attempts.

That this new Establishment suffers very great distress oweing to the Quit Rents not being duly paid; that a regular payment of them, cannot be enforced without appointing an Assembly to compleat the Legislature; That no Assembly can be convened till practicable Roads are made from the Capitol to the respective counties, and Townships.

That new settlers are not able to make roads, and carry on Publick Works; as their whole time, and abilities must be applyed to the cultivation of their Land, and procuring the necessaries of life. Old Jewry 30 December 1772.

SAMUEL SMITH
in behalf and by desire of
the proprietors

B

From Canadian Archives, *Dartmouth Papers*, XII, 2562.

Memorial of John Dupont, Chief Justice of Island of Saint Jean

That the Major part of the Proprietors of said Island did by their Petition to His Majesty Humbly pray that the said Island might be formed into a seperate Government from that of Nova Scotia and in order to defray the charges of said Government they did engage to commence the payment of half their alloted Quit Rents on the first day of May One Thousand seven hundred and sixty nine which was two (five?) years sooner than the time first granted to them by His Majestys Royal orders in Council.

That His Majesty was thereupon Graciously pleased to order that the said Island should be formed into a seperate Government the expences of which should be paid out of the Quit Rents as proposed by the said Proprietors . . . . . .

That the Memorialists have ever since their arrival upon the Island suffered the greatest hardships even to almost the total want of every necessary of Life for want of the regular payment of their Salaries there not having been Quit rent enough received as yet to pay the Memorialists one Years Salary though they have held their offices upwards of four . . . . . .

JNO DUPONT
PHILL CALBECK
WM. ALLANBY
JOHN BUDD

Island of Saint John
Charlottetown 24th Septemr 1773

C

From *ibid.*, No. 2565.

Suggestions concerning the Island of St. John in North America.

The sallaries of the officers are payable out of the Quit Rents of the Island. - - Many of the proprietors have neither paid their Quit Rents nor done any thing towards settling or cultivating their Lands. The Officers complain of their sallaries not being paid, say they are in great distress and wish Government would take the disposition of the Quit Rents, and pay their Sallaries. - - The proprietors complain of the Quit Rents being too high and wish them to be lessened.

If Government is inclined to assume the disposition of the Quit Rents, and to pay the officers, it is well. But if not it is proper that every Idea of that kind should be discouraged and that the Governour should be directed to call an Assembly and pass a Law, to authorise the Sale of lands for payment of the Quit Rents: For untill such a Law is made and carried into execution in one or two instances, so that every Proprietor may with certainty know that he must either pay his Quit Rents or loose his Lands, there is little probability of the Quit Rents being regularly paid . . . . . .

EFFECTS OF THE AMERICAN REVOLUTION

From Canadian Archives, *N.S.A.*, CII, 82-85.

To the King's Most Excellent Majesty—the humble and dutiful address and memorial of the House of Assembly for the Province of Nova Scotia

They Humbly beg Leave to represent to your Majesty, that they have in a variety of Instances shar'd the calamities of the present

unhappy war, that their coasting trade has been entirely stopp'd and their Foreign Commerce (almost in its infancy) destroy'd by the Enemy. Their Coasts and internal Settlements on Bays and Rivers plunder'd and ravaged by a merciless Banditti. That in Order to keep up an intercourse of Supplies through the back country they are compell'd to repel and check the frequent inroads of the Enemy who come up the Bays and Rivers in arm'd Boats and Vessells, and disturb the Inhabitants. To remedy which, they are obliged to keep all their militia in constant array. The Troops being entirely withdrawn from some considerable Fortified places in the Province, which are left exposed to the enemy, who have already, and may again possess themselves of them, which occasions additional anxieties and alarm to the Inhabitants in their vicinity and often oblige them to put into these abandoned Forts guards of their Militia and in many of the most Exposed settlements, have been compell'd to Erect Block Houses or small Forts and Batteries, and to garrison most of them with their Militia, at an enormous expence and great loss of the country, the Inhabitants of which are entirely compos'd of Husbandmen (the few people of any other denomination being enter'd into the navy or army) who being thus interrupted in their business, occasion scarcity of provisions and poverty in the country; all which added to a heavy debt long since contracted for public uses, in our New Settlement, with many unavoidable expenditures in the support of a civil Establishment, renders their situation truly distressing . . . . . .

WM. NESBITT

Halifax, 28th June 1782. Speaker of the House of Assembly

XXVI

SETTLEMENT IN NOVA SCOTIA AFTER 1713

Settlement continued to flourish along the fertile marshlands of the Bay of Fundy until the expulsion of the Acadians. After the establishment of Halifax other settlements grew up along the Atlantic shore. Immigration after the conquest led to an expansion of settlement into new areas and a rapid increase in population.

Reference—W. F. Ganong, *A monograph of the origins of settlements in New Brunswick* (Transactions of the Royal Society of Canada, 1904).

Cobequid

From Canadian Archives, *N.S.A.*, XII, 136. Written 1720/1.

There are about fifty french Familyes settled in this place. The Soil of which produces good grain, and abounds in cattle, and other conveniences of life, by a river the inhabitants have communication with chibucto a harbour on the Eastern coast and by a road across the wood at the distance of about twenty leagues they fall into the Bay of Vert, in the Gulph of St. Lawrence, by which they drive a Trade to Cape Breton. The Indians resort much to this place.

Shebenectoc

From Canadian Archives, *N.S.A.*, VII, 168. Written 1715.

A Low Contry and is mostly applyed for the Raising of Stocks of black and white cattell, from which pleace in our necessity wee were supplyed with about Seaventy barrels of Extreordinary good Beiff.

Tis the greatest resort of Penobscot and St. Johns Indians, who dispose of to the french great quantitys of furrs and feathers for Provisions. Oxen and Cows, about one Thousand, Sheep, about one Thousand, Hogs, about eight hundred.

corn about Six thousand Bushells mostly wheat.

Fiffty Seltelled Inhabitants.

There are very good Coal Mines and great quantitys of them, which have formerly have been made use of in this garrison—

Masting may likewise be had here. Butt must inform Yr Lordshipps that Pennecody Mages and Stt Johns, are the principall places where great quantitys of masts of all Sizes may be had and as good as are in America, with conveniences of Rivers from the several places for the embarcation of them . . . . . .

Tho. Caulfield

Les Mines

From *ibid.*, 166-167. Written 1715.

There are about three hundred able men in this part of the collony whereof ninety have familys.

Menes, is cituate North east from this pleace thirty Leagues distant, and is by much the best improvement in this collony. Tis a plain country and good soil, itt produces above twenty thousand

bushells of corn mostly wheat, with pease, Rye, and Barley, which is the most principall branch of Trade wee have at this time. Oxen and cows in number about three thousand. Sheep, about four thousand. Hogs about Two thousand. Mastings—none.

Pitch is made here and sould at cheaper rates then what wee have from New England.

Considerable quantitys of Furrs are brought there by Indians and disposed of by the French to our Traders.

There are Copper Mins there of which the Inhabitants make Spoons, Candelsticks, Bucketts and other necessarys.

They have between thirty and fourty Sale of vessels which are employed in fishing, Built by themselves. Theire harbours are butt indifferent. There are about five hundred men Two of which have familys.

LES MINES

From Canadian Archives, *N.S.A.*, XII, 133-134. Written 1720-21.

The harbour there, or rather the road, is very wild and unsecure. The vessels tradeing there, which seldom exceed forty or fifty Tonns in burthen, take the opportunity of the tide, which comonly rises nine, or ten fathoms, and runs up a criek to the Town where when the tide leaves them, they lye dry on a bank of mudd. . . . . This place has great store of cattle, and other conveniencys of life, and in the road they ketch white Porpasses, a kind of fish, the plubber of which turn'd into Oyl, yeilds a good proffit.

PORT ROYAL

From Canadian Archives, *N.S.A.*, VII, 165.

Annapolis Royal Novr ye 1st 1715

. . . . . Annapolis being att present the Metropolis of this collony Tis of a Rich Sound Soil, and by the best computation that can be made produces Ten Thousand bushells of Grain each season, being chiefly wheat, with some Rye, Oates and Barley, Oxen and Cows in number about Two Thousand. Sheep about Two Thousand. Hogs about one Thousand. Masting is to be had with difficulty—Pitch, hath frequently been made and good; Furrs, fourty Thousand weight hath been transported out of this Port, for most seasons since the reduction of this Pleace—Mines none; the fishery on the coast of this collony is by much the most valuable in North

Ammerica and depends mostly on the Eastern Coast of this Province. I have had itt from very good hands that New England takes of this coast in one Season above one hundred thousand Kentills of fish, besides the quantity the Inhabitants of this Country take and dispose of to our merchants here . . . . . .

Description of Nova Scotia

From Canadian Archives, *N.S.A.*, XII, 124-130. Written 1720-21.

The french Inhabitants besides are for the generallity very little industrious, their land not improved as might be expected, they liveing in a manner from hand to mouth, and provided they have a good field of cabages and bread enough for their familyes, with what fodder is sufficient for their cattle they seldome look for much further improvement. . . . . .

From Goat Island to five leagues above the ffort (Annapolis Royal), on both sides of the Brittish River are a great many fine farms inhabited by about two hundred familyes . . . . . The bankes of this river is very pleasant and fruitful and produces wheat, Rye, and other grain, Pulse, garden roots, herbs and the best cabages of any Place here abounds also cattle and Fowles of all kinds, ...

The chief employment of the ffrench inhabitants now is farming and the time they have to spare they employ in hunting, and ketching of Sable Martins. Their young men who have not much work at farming begett themselves to fishing in the Summer.

Beau Bassin or Chignecto

From Canadian Archives, *N.S.A.*, XII, 137-138. Written 1720-21.

The Inhabitants are numerous haveing much encreas'd of late yeares, and are about seventy or eighty familys . . . . . This place produces good store of grain and abounds in cattle more than any other. Within seven leagues of Cape Chignecto which with Cape Doré divides the Bay of Fundy in two branches there are very good coal mines, and easily come at but the want of shelter makes it dangerous. For the vessells which come to receive it, they being forced to anchor in the open bay. Near the Towne itself which lyes four leagues beyond the coal Mines, there is a small Island which has a good Quarry of soft stone, it cutts in layers of four or six inches thick, and hardens soon after it is cut. The

Inhabitants are more given to hunting and tradeing than those of the other settlements. . . .. There being but a small neck of land of two leagues wide parts the bay of Fundy, from the Gulph of St. Lawrens by this last they have a continual intercourse with Cape Breton carrying most of their furrs that way, and supplying it with Provisions of Grain, Cattle etc and bringing for returns, linnens, and other goods, to the prejudice of the Brittish Trade and Manufactories.

From Canadian Archives, *N.S.A.*, XXXII, 236.

Oct. 17, 1748

Chignicto is the Inlet the French made use of in their several Irruptions from Canada into this Province, during the course of the war. It is a large settlement[23] of French Inhabitants under this Government, abounding with grain and cattle, and from the Intercourse they have with the Indians on the Western parts of the Gulph of St. Lawrence, those on the River St. John's and other Tribes on the south side of Canada or St. Lawrens River, carry on most of the Furr trade dealt for in this Province . . . . .

P. MASCARENE

From Canadian Archives, *N.S.A.*, CIII, 342-343.

A Sketch of the province of Nova Scotia and chiefly of such parts as are settled. 1783

There are a number of Inhabitants settled on the Road leading from Halifax to Windsor and Annapolis Royal, who by clearing the wood have made very good farms, as the land from the distance of about twelve miles from Halifax proves in general when cleared, very fit for tillage, or grass land.

These people raise of wheat about sufficient for their Subsistance, but of Potatoes and Turnips they raise sufficient for themselves and quantities to sell.

The high price of Labour in the country, prevents the inhabitants from being able to raise such quantities of wheat and Rye, as well as other grain, as they could otherwise, but they raise sufficient in general for the use of the Inhabitants, and a scarcity having hap-

[23]More than 2500 communians "les francois servent a transporter par le portage qui est d'une lieue les marchandises qui vont et qui viennent de Louisbourg a l'Accadie."

pened at Halifax the winter of 1781, there was brought to it from Horton, Cornwallis and Windsor, upwards of sixty Tons weight of Flour and great quantities of Hay and Oats, and left the Inhabitants a sufficiency.

A Peace would make a great odds in this particular. An ordinary Labourer now receives wages at the rate of £30 to thirty five Pounds a year, besides his maintenance and when by the day, five to six shillings, besides their maintenance . . . . . .

L'Acadie[24]

From Canadian Archives, *CIID,* X, 143-152. Written 1748.

(Canceau) Il y a 30 maisons et une redoute avec une garnison de 50 anglois.

Il y avoit autrefois des habitans a Mouschkodabouet; pour la traite des sauvages mais il n'y en a plus depuis longtems . . . . .

Il y a 7 ou 8 familles francoises a Chegekkouk.

Et Mirligueche qui est un port pour des marchands, ... il est habite par 12 ou 15 familles francoises. La peche du saumon y est tres abondante . . . . . .

Ensuite est le port de la haive . . . . . on y trouve des saumons en abondance. Les habitans francois qui consistent en 4 ou 5 familles ont leur maisons a la petite Riviere.

Il y a environ 10 familles francoises a Minissiguech. On trouve ensuite La Riviere de Poboncon, ou il entre de petits bastimens. Il y a 15 familles francoises, et 2 a 300 sauvages qui s'y assemblent a la St. Louis, ainsi qu'a Mirlogueche . . . . . Ensuite est la pointe de Thebok ou il y a une riviere, et une habitation de 12 familles francoises, la terre y est bonne et fertile, le bled et les fourages y sont abondans.

Dans la baye francoise vis a vis de Port Royal est la Riviere de St. Jean, il y avoit un fort autrefois. . . . . .

Il y a dans cette riviere 15 a 20 familles francoises.

De cette riviere on va a Quebec par des lacs des portages.

A dix lieus de la Baye verte on trouve Takamigouck qui est une

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[24]A letter dated Oct. 4, 1739, signed by Hocquart, *CIIA,* vol. 71, 50-1, gives 40 English families at Port Royal, about 5,000 French in all Acadia, 1,500 at Port Royal, 2,000 at Mines and adjacent country and 1,500 at Beaubassin.

baye ou les marchands vont; il y a environ 20 familles francoises et des sauvages.

De Takamigouche a Cobequit il y a un portage de 10 lieues par les bois . . . . . .

La paroisse qui est situee sur cette riviere [Cobequid] est sous le nom de St. Piere et St. Paul, il y a 120 familles francoises et 8 a 900 communians .. . .

L'Accadie dans toutes les paroisses dont ont vient de parler est un pays fort fertile en bled, beaucoup de fourages, quantite de boeufs et de moutons, des chevaux, &c. On transporte des boeufs moutons, volailles et avennes a Louisbourg, par le portage de Takamigouche, et labaye verte dont on a parle cidessus, et de Louisbourg on raporte des melasses, du vin, quelques toiles et mouchoirs des etoffes &c.

Les francois aiment mieux prendre de l'argent a Louisbourg pour porter a L'Accadie d'autant que l'ecu de 6£ vaut 8£ 8s a l'Accadie.

Les anglois viennent avec des bataux et gaulettes du port de 70 tonnaux par les marees dans toutes les rivieres cidessus nommees pour y faire le commerce des pelleteries, que les sauvages trafiquent avec les habitans pour vivres ou etoffes, et que les habitants trafiquent avec les anglois ainsi que l'argent pour les ostanciles necessaires a l'agriculture et pour leurs habillements.

On entend par la coste de l'est depuis Canceau, jusqu'au Port Royal, les habitans de la coste de l'este vivent de la peche et de quantite de jardinages, Ils tirent leur froment des paroisses cidessus et ils elevent beaucoup de bestiaux. Ils trafiquent avec les sauvages, castors, loutres, renards, martres, &c Ils portent a Louisbourg des morues et des peaux d'orignacs, de Cariboux, d'ours et de loups et chats cerviers, ils vendent aux anglois les castors, &c.

DESCRIPTION OF THE SEVERAL TOWNS IN THE PROVINCE OF NOVA SCOTIA

From Canadian Archives, *N.S.A.*, LXVII, 18-63. Written Jan. 9, 1762.

The town [Halifax] has at present including both Suburbs, about Seven Hundred Houses, and about Twenty five Hundred Inhabitants of all sorts. The principal support of these Inhabitants depend on the Navy and Army stationed there, and a few Civil offi-

cers supported by the Government at Home . . . . Not one Family in the town nor in the parts Circumjacent that subsist by Husbandry. In 1750 General Cornwallis ordered the Division of the Peninsula in which the Town of Halifax stands, containing about three Thousand acres, to be divided into Five acre Lotts among the inhabitants to improve, and at the same time by an excise laid on Spirituous Liquors, a bounty of Twenty shillings per acre was ordered to be paid for every Acre fenced and cleared of the woods, by this the Inhabitants encouraged, cleared and fenced about two Hundred Lotts, containing about a Thousand acres, and sowed with grass seed, but all the land being covered with fell'n Trees and the moss becoming dry by removing the Trees, was fired and with extreme violence (as dry moss burns like wild fire) destroyed all the Fences, and discovered that the Soil in general was covered with a bed of stones, and no attempts have been made since of improving them, 1752 General Cornwallis, upon the application of several Inhabitants granted a range of Farm Lotts consisting of about two hundred acres to each proprietor, all bordering on the harbour of Halifax and Bedford Bason, fronting on the water; an advantageous situation for improvement, as the trees growing on said grants were near the water, and a market always for Cord-wood sufficient to pay the charges of clearing; The proprietor therefore soon began to clear those parts near the water, but when the underbrush and Moss were burnt off, the Soil was found to be covered with a bed of stones, and nothing further has been done since towards any improvement of them, nor is it likely any one proprietor will expend anything further to prevent a Forfeiture.

The late Governor Lawrence, as the Inhabitants were obliged to purchase their Hay from the Massachusetts at excessive prices, procured an Act of Assembly giving a bounty on the erecting stone wall-fences (the timber being for the most part consumed by the Fire) and also a bounty on every gross Hundred weight of English Hay raised within the Peninsula; In consequence of which about seventy acres at an expence of about eighty dollars per acre have been inclosed and by removing the stones and leveling the soil, and manuring it with dung it has produced a few Loads of Hay, and these Lands excepting some few garden lotts are all the improvements in and about Halifax.

The town of Dartmouth situated on the opposite side of the Harbour has at present two families residing there who subsist by cutting wood.

In 1754 Governor Lawrence in order to promote the settling the country granted to twenty proprietors twenty thousand acres of Land about four leagues East of Halifax, which was erected into a Township by the name of Lawrence Town. The Proprietors obliging themselves to settle twenty Families at their own expence, and the Government promising to build a Block-house, and to secure them by a guard, accordingly twenty families were settled by the proprietors maintained at their expence and stocked with cattle; the inhabitants resided there three years, and by their Improvements had just arrived at a state of supporting themselves, when General Hopson then commanding the Troops in Nova Scotia, ordered the Garrison to be removed, and the buildings and stockade to be demolished, whereby the proprietors sustained a loss of Six Hundred Pounds sterling which they had expended in promoting the settlement and cou'd obtain nothing in recompence, but an assurance that the Lands should not by this means, (as it was judged necessary for the preservation of the province,) be subject to, a Forfeiture. All the Lands, from Iebucto head stretching westward to St. Margarets Bay are in general of a Stoney Soil, or rather Rocks covered with moss, for wherever the Inhabitants have endeavoured a settlement upon clearing the woods and burning the moss nothing but solid Rocks appear underneath.

The next Lands westward is the Township of Chester, this Township was begun 1760. There is about Thirty Families containing about One Hundred and twenty persons settled from New England with their Stock, no Improvements but what the present Inhabitants have made . . . . . .

The Township [Lunenburg] first began its settlement in 1753 by the Dutch and Germans who had been transported into the Colony in the two preceeding years, it then contained about Four Hundred Families and proprietors consisting of about fifteen Hundred persons; These Inhabitants were furnished with materials for Building, a thousand pound sterling laid out in cattle, and maintained by the Government wholly for Nine years and considerable quantities of flour, and at the removal of the French, as many cattle as they could possibly keep, and grain from year to

year has been given them till the last year. They have rather deminished than increased; Some Roman Catholicks both German and French deserted from the settlement to the French, several families quitted their Farms and came back and settled at Halifax; The present Inhabitants have clear'd and improved about ten acres, one with another. They supply Halifax chiefly with Roots, Cordwood, Timber and some Boards. They have no inclination for the Fishery tho' well situated for that purpose . . . . . .

This Township [Dublin] seated upon the Harbour and River of Le Have was granted 1760 to two hundred and sixty proprietors in the Colony of Connecticutt very few have attempted to settle, and those without ability to support themselves, these few resided there about Nine Months and then quitted it; It remains at present without Inhabitants.

Liverpool is the next Town to Dublin Westward, This Town was begun 1760; Its present Inhabitants amount to Ninety Families, containing five Hundred and four persons. The present Inhabitants are settled at Port Senior, they subsist chiefly by the Fishery and by the Lumber Trade, they have built seventy Houses, have employed Seventeen schooners in the fishery and made about eight thousand quintals of fish besides which they have made a considerable quantity of shingles, Clapboards, Staves, and erected a Saw mill for sawing Boards; . . . . . .

Township of Barrington comprehends the Islands commonly called Cape Sable Harbour, where formerly were settled twelve French Families who had improved about two hundred acres of land, their principal subsistance was from the Cod fishery and Fur Trade . . . . Their Township was granted 1760 to two hundred Proprietors, the most part Fishermen, at Cape Cod, Plymouth and Nantucket in New England; they began their Township this present year with about Twenty Families a Hundred more Families, are preparing to remove in the spring with their vessels to establish a Fishery, with an intermixture of some Farmers.

The Coast from Cape Sable to Long Island is about twenty Leagues fronting the west, The principal Harbours in this Tract are at Tobogue, a River and Harbour; This Tract is under Promise to a Number of Fishermen from Marblehead, a fishing town in New England a few Families are come down and more expected this Fall. They propose to compleat their number to eighty Families

in the Spring their principal design is for the Fishery, most of the proprietors being part owners of Fishing Schooners.

Next adjoining is Pugnico and the Township of Yarmouth granted to two hundred, Proprietors, Farmers and Fishermen; about twenty Families have removed and settled with their stock, and many others preparing to come in the spring, In this Township are a considerable number of Islands called the Tusket Islands, well situated for the Boat fishery; here about a dozen French Families lived whose chief subsistence was raising cattle, there being within the Islands and on the River a considerable quantity of salt Marsh; . . . . . .

To the North of St. Mary's Bay is the Island called Long Island and its Harbour; This Harbour was frequented by all the French, being in the Bay of Fundy for the Cod Fishery during the summer season; . . . . . .

About the whole Coast from Long Island to Cape Sable, and thence East as far as Cape le Have during all the Summer Season is a good Cod fishery, most of the fishing vessels from New England not less than Two Hundred Sail catch their Summer Fairs about these Coasts; . . . . .

On the North side of the Bason and River of Annapolis is the Township of Granville, granted to One hundred and fifty proprietors; This settlement began 1760, and thirty Families are now settled there; This township contains about Fifteen Hundred acres of marsh lands and about One thousand acres of cleared upland . . .

This Township [Annapolis] begun its settlement 1760, it was granted to two Hundred proprietors, sixty Families of which are now settled there; . . . . . .

The River Annapolis, being the largest River in the Peninsula of Nova Scotia. The Inhabitants are settled on the borders of this River; This Township contains about Sixteen Hundred acres of Marsh Lands, and twelve Hundred acres of cleared upland; . . . . .

Besides the above settlers in these two Townships many others have been down this summer, making preparations to bring their Families and Stock in the ensueing spring . . . . . .

Cornwallis Township was granted to One Hundred and fifty Proprietors; This Township being the first in the Bason of Minas began its settlement in 1760 at present it consists of One Hundred and fifteen Families containing Six Hundred persons, it extends

from the River Habitant to the Bay Fundy; this Township contains about three thousand acres of Marsh Lands, and about two thousand acres of cleared upland.

. . . . . The Inhabitants have imported large stocks of cattle for which this year they have cut more than a sufficient quantity of Hay; their crops of corn were cut off by the drought.

This Township [Horton] begun its Settlement 1760; was granted to Two hundred proprietors; The present Families now settled in this Township are in Number one hundred and fifty containing nine hundred persons; They have imported a large stock of cattle cut Hay sufficient for their Stock, but their corn mostly blasted by the excessive drought this summer. This Township, contains about Five Thousand acres of Marsh Lands, and three thousand acres of cleared upland. The Proprietors have divided their lands which they judged improvable Land and it amounts to One Hundred acres to each right or share . . . . . .

This Township [Falmouth] was granted to One Hundred proprietors, of which eighty families are at present settled containing three Hundred and fifty persons the settlement was begun in 1760, Several other grants of the Lands adjoining have been granted and dated to this Township, so that the whole will consist of One hundred and fifty proprietors or shares. This Township contains about twenty five Hundred acres of marsh Land, and three thousand acres of cleared upland. The proprietors having divided the cleared and improveable land into Lotts it amounts to about eighty acres to each share . . . . . .

These Inhabitants have imported large quantities of cattle, and have this year cut Hay sufficient for supporting them, but the excessive drought of the summer has blasted most of their corn . . . .

This township [Newport] granted to seventy proprietors began its settlement in 1761. The present number of Families is sixty, containing about Two hundred and forty persons; they imported a sufficient number of cattle, and have this Summer cut Hay sufficient for them; They have also raised a considerable quantity of English grain, but not enough to subsist them, being cut short by the drought; They have but little improved Land in proportion to the other Townships; it contains about One Thousand acres of Marsh Land, and six hundred acres of clear lands; . . . . .

To the Eastward of Newport on the Bason of Cobequid and on

the River Subenaccada is a tract of Land designed for two Townships resolved by the late Governor for Mr. McNutt and his Associates; This Tract of Land contains about two Thousand acres of marsh, and about One hundred and fifty acres of cleared upland; . .

These granted Lands [The township of Truro] were settled this present year by fifty three of the proprietors transported at the Governments expence with their Stock consisting of One Hundred and seventeen Head of cattle and utensills for farming; having met contrary Winds had a long passage and did not arive till the latter end of May; their Crop of corn being sowed late suffered by the drought, and was finally blasted by an early Frost, they have rais'd potatoes and other Roots sufficient, have cut Hay more than enough for the Stock and to assist them in provision the Government have lent them six hundred Bushels of corn to be repaid when demanded. This tract of Land is for the most improveable Lands of a rich soil, free from Stones, contains Fifteen hundred acres of marsh and One hundred acres of cleared upland; . . . . . .

This township [Inslow] is situated opposite Truro on the North side of Cobequid Bason; This settlement began this present year; the Inhabitants are transported at the public expence, their number consists of Fifty two families and heads of Families who brought with them One hundred and seventeen head of Neat cattle and Horses, they arrived the latter end of May, and set themselves immediately to raise what corn they could for their subsistance, but the drought first, and an early Frost, put an End to their Expectation, They have rais'd Roots sufficient, have cut Hay enough for their stock, and the Government to prevent their suffering for want of provisions have lent them eight hundred Bushels of corn, to be repaid on demand. This Township contains fourteen hundred acres of marsh, and seventy acres of clear upland . . . . . .

The lands lying West of Inslow extending from thence to Cape Doree are lands reserved for Mr. McNutt and associates; this tract of land from this Township of Inslow to point Conomo being eighteen miles are considerable quantities of marsh containing about two Thousand Acres, marsh, and about Five Hundred acres of cleared land, the principal settlement of the French at Cobequid . . . . . .

The Township of Cumberland and Sackville only, have any settlement at Cumberland about Thirty five families, and at Sack-

ville twenty five families; the other grantees for these two Townships propose settleing in the insuing Spring, many having been down to make preparations by building for the reception of their families; The Grantees of Amherst refuse setling unless they can have transportation of their stock at the expence of the Government . . . . . .

There have been no improvements [St. John's River] but at St. Anns where about six hundred acres of land have been cleared. No marshes on this river . . . . . .

West of St. John's River about three leagues is a harbour for small vessels called Musquash Cove, and a River—here lived about a dozen French Families who subsisted chiefly by a Trade with the Indians;

Ramsheer was a small French settlement not above three families who followed the Fishery. . . . . .

Tatmagoush is three miles across land, here is an indifferent good Harbour, a very convenient Port for a communication with St. John's Island, it being but seven leagues from this Port to Port Joye in St. John's Island, The soil is good, here lived about a Dozen French families who have made some considerable Improvements, which will be useful to begin a settlement; it is well situated, for the Cod and Whale Fishery which last in the summer season abound in the Bay, taking their Rout as I conceive, from the southern Ocean thro' the Straits of Belle Isle into the Northern Sea; Several Vessels from New England have this summer met with good success in that Fishery in the Gulph, and at the mouth of Canada River; . . . . . the Roads are now open'd thro' the woods from this Port to Halifax, from whence it is distant as the Road runs Ninety miles.

From Tatmagoush to the Gut of Canso no Harbour, but a good Road under the Isle Poitee; . . . . . .

The Islands of Canso form an indifferent good Harbour, it is a port in high esteem among all the Fishermen of New England; a Block house was erected here in 1722, and a guard kept to secure the fishermen from the depredations of the Indians; This drew a vast concourse of fishing schooners from New England in 1725; Above two hundred schooners made their Fish, and above Twenty Topsail vessels were loaded here with fish for Spain and Portugal, ... All the Ports lying Eastward of Halifax are better

situated for the Fishery than the Ports to the Westward, the Cod coming sooner upon the Banks in the Spring Fish are caught off the Isle of Sable Bank and the Banks East of Canso and West end of the Grand Bank of Newfoundland.

WHALE, SEAL, AND WALRUS FISHERIES

Fishing for cod was the occupation which dominated the economic activity of Nova Scotia during the period prior to 1783. In addition to this fishery, however, the hunting of whales, seals, walrus, and porpoises brought important returns, as did also the fur trade. The "mammalia" concerned in these activities, however, were rapidly exterminated, and the extinction of these animals contributed to the general problems incidental to the fishery.

WHALE, SEAL AND WALRUS FISHERIES

XXVII

WHALING

Description of Whaling[44]

From *The voyages and exploration of Samuel de Champlain,* 1604-1616, edited by E. G. Bourne (New York, 1906), I, 230-233.

Those, who are most skillful in this fishery are the Basques, who, for the purpose, put their ships in a safe harbor,[45] near where they think there are a good many whales, and fit out shallops manned by good men and provided with lines, which are small ropes made of the best hemp that can be found, at least 150 fathoms long; and they have a great many partisans as long as a short pike, with the iron six inches wide. Others are a foot and a half wide and two feet long, very sharp. They have in each shallop a harpooner, who is the most agile and adroit man among them and draws the biggest wages next to the masters, inasmuch as his is the most dangerous position. As soon as this shallop is out of port, they look in every direction, tacking from one side to the other, to see if they can see and discover a whale. If they do not see anything, they go ashore and climb the highest point that they can find, to get a farther view. There they leave a man on the watch. He descries the whale, which is discovered both by its size and by the water that it spurts from its blow-holes, more than a hogshead

[44]Cartier writes on Aug. 13, 1635, off the west point of Anticosti Island, "None of us ever remembers having seen so many whales as we saw that day off this cape," H. P. Biggar, *The voyages of Jacques Cartier* (Ottawa, 1924), 103. See note 73, *ibid.*, for further references to whaling in the Gulf of St. Lawrence.

[45]Lescarbot refers to the River Les Escoumains near Tadousac as the point from which whaling was carried on. M. Lescarbot, *History of New France,* Grant and Biggar, eds. (Toronto, 1914), III, 241-242.

at a time and to the height of two lances; and by the amount of water that it spurts they judge how much oil it can yield. There are some from which they draw as much as 120 barrels; from others it is less.

Upon seeing this tremendous fish they embark promptly in their shallops[46] and, by means of oars or the wind, proceed until they are above him. Seeing him under water, the harpooner at once goes to the prow of the shallop and with a harpoon, which is an iron two feet long and half a foot wide at the barbs, attached to a stick as long as a short pike, having in the middle a hole to which the line is fastened; and as soon as the harpooner sees his opportunity he throws his harpoon at the whale and strikes him well in the front, and, at once, when he feels the wound, he goes to the bottom. And if by chance, in turning, he strikes sometimes the shallop with his tail, or the men, he breaks them like glass. This is all the risk of being killed that they run in harpooning. But as soon as they have thrown the harpoon into him they pay out their line until the whale is at the bottom; and, sometimes, as they do not go down straight, they drag the shallop more than eight or nine leagues, going as fast as a horse; and they are obliged more often than not to cut their line, lest the whale drag them under water. When it goes straight to the bottom it stays there only a little while and then returns very quietly to the surface; and as fast as it rises they take in the line gently, and then, when he is at the top, two or three shallops get around him with partisans, with which they give him several blows; and when he feels the blows he sounds again immediately, shedding blood and growing so weak that he has no strength nor vitality any more; and when he rises again they succeed in killing him. When he is dead he does not go to the bottom again; and then they tie him with stout ropes[47] and drag him ashore to the place where they do their trying out; that is, where they have the fat of this whale melted[48] to extract the oil from it.

[46]Three or four long boats, *ibid.*

[47]"They make him fast to a cable at the end of which is an anchor which is cast into the sea, if the weather is not suitable for bringing him to land," *ibid.*

[48]"In great kettles boil the blubber which melts into oil wherewith they fill four hundred barrels more or less . . . . . and from the tongue they commonly make five or six hogsheads," *ibid.*

EXTENT OF WHALE FISHERY

From Canadian Archives, *N.S.A.*, XXI, 80.

Scheme of the whale Fishery 1732, *Canso*

Number of sloops resorting to Canso from New England on whale fishing, 30.

Burthen of the sloops employ'd on the Whale Fishery from 40 to 50 Ton.

Number of Men belonging to each Sloop 14.

Number of Boat Carried by each sloop for the said fishery, 2.

Number of Whale killed and brought into Canso between the 1st Sept and 8th Oct. 1732, 22.

Tons of Oyl made, 2000.

Pounds of Bone, 12000.

Oyle, 1½ pound per Ton.

Value of Whale Bone, 2s. 6d pound.

N. s. Several sloops I am Informed are returned to New England (besides the abovementioned) which whale on Board not having cask to preserve their Oyl.

ROBERT FFYTCHE

XXVIII

SEAL AND WALRUS FISHING

A

From *A geographical history of Nova Scotia* (London, 1749), 108.

There are three Kinds of Fish which are chiefly to be met with in the Gulf of St. Lawrence, and especially in that Part of it which borders on the Coast of Nova Scotia. I mean the Porpoise, the Sea-Wolf [Seal] and the Sea-Cow [Walrus.]. The two first yields great Quantities of a very fine oil fit both for Lamps and the Leather-Dresser: While fresh, it may be used in the Kitchen; it will keep long clean, has no bad Smell, and leaves no Filth at the Bottom of the Barrel. The Skin of the White Porpoise, dressed and shaved thin enough to be transparent, makes very good Coats and Breeches, which are said to be Musket-proof. Some of these Skins are eighteen Foot long, to nine on Breadth, which nothing exceeds for covering the Imperiale of a Coach. The skin of the Sea-Wolf has a Poil upon it, and is very proper for covering Trunks, &c, and as a Cover for Benches it will often out-last the Wood. When tanned it is like Morocco leather, but has a

stronger Grain, keeps longer fresh, and is not so apt to peel. Shoes and Boots may be made of it, which will not easily admit Water.

The Sea-Cow is particularly remarkable for her Teeth, two of which rising one on each Side from the Under-Jaw to the Length and Thickness of a Man's Arm, are very fine Ivory.

B

From P. F. X. Charlevoix, *Journal of a voyage to North America,* edited by L. P. Kellogg (Chicago, 1923), 210-213.

It is by all agreed, that the flesh of the sea-wolf is good eating but it turns much better to account to make oil of it, which is no very difficult operation. They melt the blubber fat of it over the fire which dissolves into an oil. Oftentimes they content themselves with erecting what they call charniers, a name given to large squares of boards or plank on which is spread the flesh of a number of seawolves; here it melts of itself, and the oil runs through a hole contrived for the purpose. This oil when fresh is good for the use of the kitchen, but that of the young ones soon grows rank; and that of the others if kept for any considerable time, becomes to dry. In this case it is made use of to burn, or currying of leather. It keeps long clear, has no smell, sediment, or impurity whatsoever at the bottom of the cask.

In the infancy of the colony great numbers of the hides of seawolves were made use of for muffs. This fashion has long been laid aside, so that the general use they are now put to, is the covering of trunks and chests. When tanned, they have almost the same grain with Morocco leather; they are not quite so fine, but are less liable to crack, and keep longer quite fresh, and look as if new. Very good shoes and boots have been made of them, which let in no water. They also cover seats with them, and the wood wears out before the leather; they tan these hides here with the bark of the oak, and in the dye stuff with which they use black, is mixed a powder made from a certain stone found on the banks of rivers. This is called thunder-stone, or marcasite of the mines.

Our fishermen now take very few sea-cows, on the coasts of the gulf of St. Lawrence; and I do not certainly know whether any of them have ever been catched any where else . . . . The sailors have a simpler name for them, which is, the beast with the great

tooth. This tooth is a very fine ivory, as well as all the rest in the jaws of this fish, and which are four fingers long.

The white porpoise [white whale] yields a hogshead of oil, which is of much the same quality with that drawn from the sea-wolf . . .

The skins are tanned and dressed like Morocco leather; at first it is as tender as lard or fat, and is an inch thick; they shave it down thinner for a considerable while, till it becomes a transparent skin; and let it be made ever so thin, even so as to be fit for making into waiste-coats and breeches, it is always excessive strong and musket-proof. There are of them eighteen feet long and nine broad; it is affirmed that there is nothing exceeds it for covering coaches.

FLUCTUATIONS IN THE SEAL FISHERY

From Canadian Archives, *CIIA*, LXV, 22-23.

12 Octobre 1736

La peche du loup marin à la Côte de Labrador n'a pas esté si abondante cette annee que l'annee derniere. Comme cette pesche depend principalement des vents qui sont propres pour faire terrir ce poisson, les vents de Nord-Est qui sont très contraires ont beaucoup régne ce printems dans ces endroits et ont meme empéché des batimens qui vont faire cette pesche d'arriver dans la saison convenable; ces contretems ont causé de la perte à ceux qui ont fait de nouveaux etablissements.

WINTER SEAL FISHERY

From Canadian Archives, *Q*, IV, 50.

Quebec 3d Jany 1767

That the Canadians of all men seem to be best calculated for carrying on the winter seal Fishery, the season for which is from the middle to the end of December, when the navigation is impracticable and the weather so Tempestuous, it is absolutely requisite for the persons employed therein, to have some fixed Establishment upon the coast, to Protect and cover the Fishermen, and to house the necessary utensils and materials for this Business.

GUY CARLETON

To The Right Honorable William Earl of Shelburne.

TECHNIQUE OF LABRADOR SEAL FISHERY

From Canadian Archives, *Hardwicke Papers,* 35915, Pt. 2, 344-346.

Other fishery such as Cod, whale and the like may be prosecuted in the open seas, and in numberless different places, or shapes and were generally under the French Government. But the seal fishery posts are chiefly formed by the contiguity of the small island or Rocks to the main land which occasion strong currents called passes, where only such fisherys can be exercised and hitherto only about twelve that are of any consideration have been discovered. The seal fishery is chiefly followed in the winter season, and the operation of catching these animals commence the first week in december and continues only about fifteen days, but the fishers employed must be in their [places?] in the course of the Month of May. Besides the fishing implements and materials a sufficient stock of provisions and other necessaries must be laid in and for the same reason as well as for the purpose of making and preparing the oyl the occupiers of seal fisherys must have dwelling houses, warehouses and a variety of utensils; whence it is apparent that the exercise of these fisherys will ever be attended with a very great expence.

The method of fishing is thus a certain number of netts remarkable for strength and of a particular contexture fitted to the depth of the water and width of the respective passes are fixed to strong cables or houses and placed in the pass at certain distances having one end secured on the rock or island by anchors, and the other on the main land of capstones. The uppermost or lower netts (as may suit the occasion) are sunk quite to the bottom, the others are kept at full stretch across the pass, this done the people employ'd in the fishing carefully watch the appearance and motions of the seal shoals as they approach the pass either in coming up or going down the river and as soon as the bulk of the seals have got over the outermost or end netts, all hands are set to work to heave the cables to which these netts, are fixed to the surface of the water by which means the seals are inclosed, and tho many of them may disentangle themselves from one or more of the netts yet they are generally caught before they can pass the whole of the netts that are set.

In this operation singular care is absolutely necessary to any suc-

cess, the fishermen must be careful not to allow the trace of a foot to appear on the shore nor any carrion to lye within their smell otherwise the seal often changes his course and defeats the success of the fishery for that time, even the smallest interruption, in the neighbourhood of the entrance of a pass wd have the same effect and hence it was that the French Government found it impracticable to make these fisherys general, because the smallest compitition among contending adventurers destroyed the success of each. Besides every occupier of such fishing, must suit his tackle to his particular pass which will by no means answer any other, but at such an expence and loss of materials, as to destroy in one season perhaps what would serve at one pass for three years with moderate repairs, for there are not two passes on the whole coast that do not differ most matterially on the assential articles, the depth of the water the strength of the currant the width of the passes, being as various and different as the passes themselves are different and seperate.

Some of them require fourteen or fifteen netts to fill them others more and some are occupied by a smaller number so that unless a seal fisher knows with certainty the pass he is to occupy, he neither can judge of the outfits necessary to be made or the number of people to be employed nor can he the expence when he has done it if by the regulations his possessing any one pass more than one season becomes matter of great uncertainty wholly depending on the chance. . . .

Case of the Landholders in Canada proprietors of seal fisheries on the coast of Labrador.

By J. GRAY, 1768.

TECHNIQUE OF WALRUS FISHERY

From Canadian Archives, *Shelburne Papers,* LXXVII, 8-18.

A description of Magdalen Islands, etc.

Besides the natural advantages which the Magdalens enjoys in the opportunity of improving the Seal and Cod-fishery that are in great abundance upon the Coast, it seems to be infinitely superior to any place in North America for the convenience of taking the Sea Cows, amphibious animals which being but little known, a description may not be thought unnecessary . . . . . .

Their skins are commonly an inch thick of which they make

Traces, &c: under this skin is contained the most valuable part of this creature, vizt., the Fat of Blubber of which they make the Oil. The places where they are taken, are called Echouries, being a space of Ground consisting from 1 to 600 feet in superficies, situated upon the top of a Bank from 10 to 60 feet high, up which is a natural slope, but sometimes so steep that it is astonishing to imagine so unwieldy an animal could ever get to the top, even with the assistance of their Fins as mentioned above. The method of taking the Sea Cows in these Echouries is as follows. A great number of them being assembled upon the lower edge of the Bank, they are followed by others, who to get room also to rest themselves, give those which are before them a small push with their Tusks, who immediately advance a little forward; those last are in like manner push'd on by more who follow them for the same reasons, till at length those Sea Cows in the front are drove up the bank so far into the Echourie that the last of them (there assembled) has sufficient room to rest where they usually sleep if not disturbed. The Echouries being near full, or containing so many that they can cut off the Retreat of 3 or 400. Ten or Twelve men employed in that business prepare themselves towards the dusk of the evening with Poles about 12 feet long, and two or three inches in diameter, in order to wait the most convenient opportunity during the night to make the attack: The principal thing to be observed in the first place is the Wind, which they take care to approach against in order to prevent the Cows discovering them either by hearing or smelling, in both which, as has been observed, they are extremely delicate. When they are at a distance of 3 or 400 yards, five men are detached with each a Pole, who when they come within 50 yards, creep upon their hands and knees till they are close to those which are upon the Flank of that side where the attack is made, and usually near the Rear of them at about the distance of 10 or 12 yards from the edge of the Bank of the Echourie. The reason for leaving so much space betwixt the place where they propose to cut them off and the edge of the Bank is entirely for their own safety; for had those Cows which are in front the apprehension of danger, they would all turn in order to retire into the water, in which case so far from being able to stop them, it would be great good fortune if they saved themselves from being hurried down the bank and pressed to death, or drownd-

ed in the water. Being arrived in a situation to begin the attack, the first of the 5 men gently gives the Sea Cow next to him a small stroke with the end of his Pole, upon the Buttock, imitating as much as possible the push which they give each other, but in doing of this it is impossible for him to remain undiscovered by the Sea Cow which is next behind him who immediately retires, and is prevented from returning or doing the first man any mischief by the second person which follows him close to prevent any such accident. He having thus gained a little room proceeds in the same manner to the 2d Cow counterfeits the stroke and makes him advance, at the same time that another of his Partners secures him from the 2d Cow behind him. They afterwards act in the same manner by a third, and so on through the whole; till they come to the other side the Echourie, having by this means made a Passage, and divided the one part from the other, all this time having observed the utmost silence. But upon their having effected a Passage, they begin to Hollo and make the greatest noise in their power, as well to frighten and alarm the Sea Cows, as a signal for their Comrades to come to assist them in keeping up those which remain on the land.

By driving the last of these, and beating them to keep them up, those in the front at the same time falling back, they form by this means a bank of 20 feet high, or upwards, in which there seldom fails to be 8 or 10 smothered: After they are weary of this attack, the men keeping constantly exercising their Poles untill the beasts are quite fatigued, the men let them separate in order to rest themselves and to facilitate the means of dividing them into parties of 30 or 40 Cows each, which when done each division can be managed by one man and drove where they think proper, generally a mile from the Echourie, then killed and the Fat taken off. There are 6 Echouries upon the Island, three of which are made use of by Messrs. Thompson & Gridley who are the only persons at present concerned in this business.

The Spring Cuts are commonly made on the Eastern and La Manche Echouries, betwixt the 6th and the 20th day of June, and end about the 20th of August. The cuts in the Fall are made upon the little Western Echourie, beginning the first of October, and end the 20th of the same month. The most considerable ones that have been made upon La Manche has been 800 Cows, though in

general they consist of three or four hundred each Cut, four of which are commonly made in a Season. This Echourie is the best upon the Island as it has a natural slope within land, where Cuts may be made with less danger than on the others, it will contain the greatest quantity and is the most frequented; they are also drove with greater ease to the destined place of slaughter having made a Channel 6 or 8 feet deep and 8 feet wide in which they are partly drove, and sometimes obliged to swim to where they are to be killed, which is performed by shooting them into a particular part of the head.

From the place where they are killed at the Cuts of La Manche and the Eastern Echouries the fat is easily carried to a small Bay adjoining, out on board Shallops, and from thence transported to Grosse Isle about 4 miles distance, there boiled and barreled, and the Harbour of Jupiter being close to Grosse Isle, in which Harbour a large Brig may lay and receive it on board, is no doubt a great convenience; to which also may be added the plenty of Wood for boiling the Oil . . . . . .

The Eastern Echouries is next in value to La Manche from which it is in distance about half a Mile, it will contain as many Cows as the former, but the Cuts are made with more danger, the slope being steeper, and inclining more to the sea side. There are generally two cuts made in a Season consisting of about 400 each time. In these two Echouries during the Spring Cuts, betwixt the 10th of June and 15th of August in this present year, have been taken 2,000 Cows. The little Western Echourie used in the Fall is esteemed the next in value, it has but one Cut made in a season consisting in about 400 Cows, but their Fat yielding double the Quantity of Oil in the Fall to what they afford in the Spring, makes them equal in value to 800 taken at that Season: This Echourie is the least dangerous of any upon the Magdalens, the Bank being but six feet high and a deep Sand, for which reason they commonly make the Cut near the water, the weight of the Cows sinking them so deep in the sand that they can hardly move, add to this that there is frequently such Gales of Wind at this time of the Year, that the Cows cannot remain on the Rocks, but are pushed up into the Echouries a great distance.

The places where the Cows are killed are shifted every Year, all within the space of a Mile it is impracticable to bury all the

Carcasses as it would require 10 Men for one at present Employed, A Mile is looked upon a sufficient distance to prevent their stench from driving the rest from the Echouries, it sometimes happens however that the day after the Cut has been made (particularly if it is hot) many die upon the Echourie and upon the road to the place of Slaughter, and which have been left upon the spot without any care being taken to bury, or carry them off the ill-consequences of this must be apparent to every one; The only thing alledged in excuse by the Fishermen, is want of time; however this Circumstances may be thought a sufficient Reason for enforcing a proper attention to the Rules that may be made for their Security, the utmost caution is necessary to be observed in this business, and people who are thoroughly acquainted with it, to conduct it, otherwise they may be scared away from hence, ...

There has been Cuts made on the North West point of the Island of Entry consisting of 800. The Sea Cow Fishermen report they have seen upwards of 30,000 on Shore at one time at this place, but since five years they have abandoned it; the Codfishing Vessells being used to sail and fish so near to it, and constantly go through the Passage betwixt the Island and that of Magdalen; . . . . . It has been lately said that the Fishery dwindled away, giving for Instance that they had only made 300 Barrels of Oil in the Year 1764, instead of 7 or 800 which they generally got every year before; but as it is always looked upon that two Cows in the Spring will make a Barrel of oil, and that one in the Fall is equal to 2 in the Spring, it is certain that in the Spring Cutts alone they have this year made 900 Barrels of Oil, which is more than was usually acquired in one year, and no doubt will be considerably increased in quantity by the Cuts this Fall, the success of which is not yet known. Upon as near and exact a Calculation as could be collected of the Expences and Profits arising from the management of this business it will appear as in the annexed account, but it must be premised that 2/3rds of the Oil belongs to the Proprietor in consideration for the Provisions of the men employed during the different Seasons, but this is only for themselves, The remaining third part of the Oil he purchases of them and pays them in Goods, Necessaries, and Provisions, upon which he gains so considerably that it seldom happens but at the Year he has them all under arrears. They have large Families, but are very Industrious, living

frequently upon the Flesh of Sea Cows, Foxes, Dogs, &c., and wearing scarce any thing, either Men or Women, but what they manufacture themselves.

Expences and Profits of the Proprietors of the Sea Cow fishery, during the Spring Season of the year 1765, *collected from the strictest inquiry and close observation*

Profits		
The produce of two thirds of 900 Barrels of Oil equal to 600 Barrels, equal to 75 Tons valued at £19 pr. Ton		£1425
Expences		
Provisions for 22 Acadians for 60 days, allowed at 1/6 pr. day	£ 99	
Allowed for damage to the Furnace in boiling the Oil for the Season	10	
Buildings & Conveniences for the Fishermen	100	
1000 Barrels @ 3/	150	
Employment of a Boat and Shallop, their Wear & Damages, &c	25	
Allowed for Extraordinary Expences	100	
Freight of 75 Tons of Oil at 40/	150	
Insurance of ditto	35	669
Balance gained by the Sea Cows alone during the Spring Season		£ 756

In this Account every thing is settled in the most favourable manner for the Proprietors, neither is it accounted for the advantages arising from the purchase of the other Third part of the Oil belonging to the Fishermen employed, on which at the rate they buy Goods in Exchange for it he cannot gain less than £200 Sterling . . . . . .

Amherst Harbour[49] is esteemed the second best, and has about 7 feet over the Barr at low water. In this place it is, that the Proprietors have their houses and carry on the Cod Fishery, their Fishing Vessells coming into this Harbour . . . . . .

By order of the Surveyor General GEO. D'ERBAGE

St. John's Island, Sepr 1765. Quebec, 14 Sept., 1767.

[49]The harbour of Jupiter was regarded as the best. Other harbours included Haywood and Basque.

Porpoise Fishery in the St. Lawrence

A

From Canadian Archives, *CIIA*, XLVIII, 52.

A Quebec le 20 octobre, 1726

Ces pesches [marsouin] d'ailleurs sont fort casuelles. L'animal multiplie pas infiniment, il est craintif et s'eloigne avec soin des clayes [layes?] qu'on dresse pour le prendre. L'abondance de cette pesche depend encore du plus ou du moins d'anguilles et de petit poissons qui font la nourriture du marsouin, lesquels ne s'adonnent a la coste qu'au gre de certains vents qui les y portent et qui ne regnent pas toujours.

Beauharnois, Dupuy

B

P. F. X. Charlevoix, *op.cit.*, I, 213-214.

There have been two porpoise fisheries lately set up below Quebec, one in the bay of St. Paul, and the other seven or eight leagues lower down, opposite to a habitation called Camourasca, from certain rocks, rising to a considerable height above water. The expence is no great affair and the profits would be considerable, were the porpoises animals haunting particular parts; but whether from instinct or caprice, they always find means to break all the measures of the fishermen, and to take a different rout from that where they are expected. Besides these fisheries which only enrich particular persons, occasion a general outcry among the people, which is owing to their having caused a considerable diminution in the fishery for eels, an article of great benefit to the poor. For the porpoises finding themselves disturbed below Quebec, have retired elsewhere, and the eels no longer finding those large fishes in their way, swim down the river without any hindrance; from whence it is, that between Quebec and the Three Rivers, where prodigious quantities of them were caught at all.

The way of fishing for the porpoise is little different from that I last mentioned with respect to the sea-wolf: When the tide is out they plant pretty near each other in the mud or sand stakes to which they tie nets in the form of a pouch the opening of which is tolerably large; but that in such manner, that when the fish has once passed through it, he cannot find his way out again; there are

green branches placed at top of the stakes. When the flood comes, these fishes which give chace to the herrings, which always make towards the shore, and are allured by the verdure which they are extremely fond of, are intangled in the nets, where they are kept prisoners. In proportion as the tide ebbs, you have the pleasure of seeing their confusion and fruitless struggles to escape. In a word, they remain dry, and sometimes heaped upon one another in such numbers, that with one stroke of a stick you may knock down two or three of them. It is affirmed, that amongst the white sort some have been found to weigh three thousand weight.

EXPLOITATION OF WALRUS FISHERY

From Canadian Archives, *P.E.I.A.*, V, 89-91.

Island Saint John, 18th July, 1783

He [Mr. Gridley] pretended he had an exclusive right to the [sea cow] Fishery, given him by General, now Lord Amerst, soon after the Conquest of Canada; while he held it, with the assistance of His Majesty's Ships, he preserved the Fish pretty well from the New Englanders. At present they are under no restraint. They come to fish in the Gulf, as early in the Spring, as the Ice will permit them, at which Season the Females are bringing forth their young, two of which they have most commonly at a time.

Their attachment to their Calves is wonderful. If a calf is taken the mother will stay by it till she is killed . . . . . The Fishermen are well acquainted with this fondness of the Females and turn it to their destruction.

They are seldom without a calf on board of their vessels, and by causing them to make a noise, the Females, whether their mother or not, come directly on hearing them. By this means the Mother Fish are destroyed, and their young perish. I am credibly informed there is not a Male to be met with just at this Season. They are separated from the cows, and keep in deep water. The others on account of their young stay near the shore.

. . . . . By the best accounts I have, it appears they should only be taken in the Autumn; At that time they yield much more oil; both Sexes are together, and the young can provide for themselves . . . . . .

The New Englanders by Harpooning and pursuing the Fish, frighten them from their usual haunts, and scatter them so much, that they are not worth attending to, even by themselves. Mr. Gridley has told me, he used to kill on his first establishing the fishery, from seven to eight thousand of those animals in a season; and in the Autumn they will yield one with another Thirty gallons of Oil. Their Hides made Excellent Traces for any kind of labouring work, and will answer for the heaviest Drafts.

A large Hide will cut into Twenty pairs of traces, and they only require being dried in the sun to render them fit for use . . . . .

GOV. WALTER PATTERSON

PART II

THE FUR TRADE

THE FUR TRADE

THE French fishery had been established in the sixteenth century. With the turn of the century fishermen had penetrated to the mouth of the Saguenay and to the St. Lawrence, and the fur trade became more important. Europe, and especially France, was able to add to cod, as a staple food product, the highly valued beaver as a staple clothing product. Cod as a source of food was in constant demand, the supply was practically inexhaustible and it was obtained by the labour of European fishermen. Beaver, on the other hand, had a widely fluctuating demand depending largely on fashions in dress; the supply could be rapidly depleted in any one region, making necessary a further penetration into the interior; and the furs were obtained by the labour of the American Indian. The best grades of beaver were found in the more northerly areas, and were brought down the innumerable rivers of the Canadian shield. The colder climate, the relatively heavy precipitation giving a relatively heavy run-off of water, and the light gradient of the streams flowing through a vast stretch of comparatively low and level country were geographic factors favouring the development of the fur trade in the northern part of the continent.

The Indians of this area were of necessity hunting Indians and exercised a profound influence on the trade. Previous to the coming of Europeans, they had acquired habits of life which had an important relation to the development of the fur trade. Throughout the forest areas of the Canadian shield the people were largely dependent on small game, fish, rice, and especially the beaver and deer as important items in the supply of food, clothing, and shelter. As a rule, life in these areas involved movement to fishing waters in the summer and to widely scattered hunting grounds in winter. The absence or weak development of pottery and basketry, the use of snowshoes and the toboggan in winter, and of the birch bark canoe and pack line in summer, and the skin or bark shelter were characteristic cultural features. In hunting during the winter definite territories were assigned to specific

bands or families but government was generally weak. A thorough knowledge of the territory and the habits of the animals was an essential part of the Indian hunters' equipment. The importance of the beaver because of its fur, its size, and its abundance, as a source of supply for food and clothing, had occasioned the development of elaborate and effective hunting methods for that animal. The skin of the beaver had been adapted successfully to clothing, and was especially important in the colder and more northerly areas.

Along the edges of the forest area in the barren grounds to the north, the caribou was of crucial significance to Indian culture. The use of the cache, and of babiche, were distinctive features. On the plains south of the forest area, the buffalo played the central role. To the south and southeast of the Canadian shield within the forest area, with favourable soil and climate, agriculture with the cultivation of maize, squash, and beans became more important. Pottery was more strongly developed, residences became permanent, government was more elaborate and the general characteristic of agricultural economy were in evidence. On the Arctic and North Atlantic littorals, limited vegetation made inevitable dependence on sea and land animals. Among these hyperboreans, absence of wooden utensils, use of the kayak, the sled, and the harpoon were characteristic traits. On the North Pacific littoral dependence on fishing and the relative abundance of forest had their effects on culture.

The St. Lawrence basin occupied a strategic position in that it lay between the great fur-bearing region of the Canadian shield and the region south of the Lakes where agriculture was developed under the favourable conditions of suitable climate and a rich soil. Inter-tribal trade characteristic of Indian economy was especially prominent between these areas which produced dissimilar products. This trade was necessarily restricted to the season of open navigation when the hunting peoples who had spread out over wide areas during the winter converged on fishing grounds or other suitable rendez-vous in the summer. The existence of these trading arrangements was of especial significance to the early development of the fur-trade. Indians in the

northern areas traded with the southern Indians at points along the St. Lawrence. At these points European trade developed and through these means European commodities were traded to more remote tribes.

The fur trade was conducted over wide areas thinly settled by peoples with a relatively simple cultural equipment. The trade was, consequently, dependent on the geographical knowledge of these peoples, on the inter-tribal contacts, on their knowledge of animal habits, on their occupation which was primarily hunting, and on the efficient means of transportation evolved by those peoples in the pursuit of their occupation. Moreover, expansion of the trade to the interior with heavier transportation costs was possible with limited means of transportation only by the production of food supplies at widely separated and strategic depots. Agricultural development and the technique of acquiring food in the interior were fundamental to fur-trade expansion. Contributions of Indian culture, such as the canoe for transportation, the use of Indian corn, wild rice, and pemmican for food, and the knowledge of animal habits were factors without which the fur trade would have followed vastly different lines. Other cultural traits such as governmental organization and religious practices were of varying importance in various areas and at different periods of the history of the trade, but these were on the whole of slight value compared to the basic features suggested.

The fur trade was subject to severe fluctuations for several reasons. Dependence on the Indians for a supply of furs placed that commodity beyond the complete control of the European. The demand for European goods was insatiable and beyond the control of prices or of legislation. The distances and length of time required to market the product were additional factors rendering control of supply impossible. The supply of furs was also affected by the vagaries of cultural change among the Indians. On the demand side, furs were a luxury product and control of the vagaries of fashion was equally impossible. The colony which depended on furs as an exchange for European products was destined to suffer from continuous disturbances and maladjustments in its economic life. The direct and indirect effects on

agriculture, industry, trade, and finance, and on the ultimate destiny of the colony are suggested in part in the following documents.

REFERENCES,—It should be carefully noted that the documents do not include specific references on the fur trade, and are intended to be used as supplementary to H. A. Innis, *The fur trade in Canada: An introduction to Canadian economic history* (New Haven, 1930). Similarly no reference is given to the subject of seigniorial tenure, and the student should consult W. B. Munro, *The seigniorial system in Canada: A study in French colonial policy* (Cambridge, 1907); while on currency and exchange it is advisable to consult Adam shortt, *Documents relating to Canadian currency* (Ottawa, 1925). Various special studies which throw light on the economic development of New France include H. B. Biggar, *Early Trading Companies of New France* (Toronto, 1901); E. Salone, *La colonisation de la Nouvelle France* (Paris, 1906); J. N. Fauteux, *Essai sur l'industrie au Canada sous le régime francais*, 2 vols. (Quebec, 1927); M. Newbigin, *Canada* (New York, 1926); G. Vattier, *Esquisse historique de la colonisation de la Province de Québec* (1608-1925), (Paris, 1928); I. Caron, *La colonisation de la Province de Québec* (Quebec, 1927); L. P. Kellogg, *French régime in Wisconsin* (Madison, 1925); Census statistics on the period are available in the census volumes of 1871.

The standard work for reference purposes on the North American Indian is the *Handbook of American Indians North of Mexico*, edited by F. W. Hodge (Bulletin 30, Bureau of American Ethnology, Smithsonian Institution, 2 vols., Washington, 1907). Clark Wissler, *The American Indian*, 2nd ed. (New York, 1922) (bibliography) should be consulted; and also the *Atlas of Canada*, 1915, for a map of the Indian tribes.

THE FUR TRADE PRIOR TO 1663

The development of the fur trade on a large scale and as a staple industry independent of the fisheries depended on the contact of the French with the hunting Indians in the territory north of the St. Lawrence river. This contact involved the establishment of trading rendez-vous at the mouths of the important tributaries beginning with Tadoussac on the Saguenay and continuing, with the expulsion of the agricultural Indians, at Three Rivers, on the St. Maurice (1634), and at Montreal on the Ottawa (1642). Entrenchments incidental to the warfare with the agricultural Indians to the south, especially after they had secured European guns from the Dutch on the Hudson, involved strong military posts especially at Montreal and Quebec and at the mouth of the Richelieu river. The constant struggle throughout the period to open and maintain a through route to the interior up the Ottawa and to maintain control of the St. Lawrence, in which the dangers were shown in its loss to the English from 1629-1632, had serious effects on settlement. The problems of agriculture and of settlement prior to 1663 were gradually overcome with adaptation to a new climate and the persistence of the settlers.

THE FUR TRADE PRIOR TO 1663

XXIX.

AGRICULTURE AND SETTLEMENT

Beginnings of Agriculture at Quebec

From *Voyages of Samuel de Champlain* (Boston, 1878), II, 174-176, 189, 193, 182-183.

I arrived there [Quebec] on the 3d of July [1608] when I searched for a place suitable for our settlement, but I could find none more convenient or better situated than the point of Quebec which was covered with nut-trees. I at once employed a part of our workmen in cutting them down, that we might construct our habitation there: one I set to sawing boards, another to making a cellar and digging ditches, another I sent to Tadoussac with the barque to get supplies. The first thing we made was the storehouse for keeping under cover our supplies, which was promptly accomplished through the zeal of all, and attention to the work . . . . . .

While the carpenters, sawers of boards, and other workmen, were employed on our quarters, I set all the others to work clearing up around our place of abode, in preparation for gardens in which to plant grain and seeds, that we might see how they would flourish, as the soil seemed to be very good . . . . . .

On the 1st of October, I had some wheat sown, and on the 15th some rye. On the 3d, there was a white frost in some places, and the leaves of the trees began to fall on the 15th. On the 24th, I had some native vines set out, which flourished very well.

I had the work on our quarters continued, which was composed of three buildings of two stories. Each one was three fathoms long, and two and a half wide. The store-house was six fathoms long and three wide, with a fine cellar six feet deep. I had a gallery made all around our buildings on the outside, at the second story, which proved very convenient. There were also ditches

fifteen feet wide and six deep. On the outer side of the ditches, I constructed several spurs, which enclosed a part of the dwelling, at the points where we placed our cannon. Before the habitation there is a place four fathoms wide and six or seven long, looking out upon the river-bank. Surrounding the habitation are very good gardens, and a place on the north side some hundred or hundred and twenty paces long and fifty or sixty wide.

DISEASE AMONG THE EARLY SETTLERS

From *ibid.*, 50-51.

During the winter [1608-09 at Quebec], many of our company were attacked by a certain malady called the *mal de la terre;* otherwise scurvy, as I have heard from learned men. There were produced, in the mouths of those who had it, great pieces of superfluous and drivelling flesh (causing extensive putrefaction), which got the upper hand to such an extent that scarcely anything but liquid could be taken. Their teeth became very loose, and could be pulled out with the fingers without its causing them pain. The superfluous flesh was often cut out, which caused them to eject much blood through the mouth. Afterwards, a violent pain seized their arms and legs, which remained swollen and very hard, all spotted as if with flea-bites; and they could not walk on account of the contraction of the muscles, so that they were almost without strength and suffered intolerable pains. They experienced pain also in the loins, stomach, and bowels, had a very bad cough, and short breath. In a word they were in such condition that the majority of them could not rise or move, and could not even be raised up on their feet without falling down in a swoon. So that out of seventy-nine, who composed our party thirty-five died, and more than twenty were on the point of death. The majority of those who remained well also complained of slight pains and short breath. We were unable to find any remedy for these maladies.

DIFFICULTIES OF AGRICULTURE

From *ibid.*, 251. Written about 1610.

As to the gardens, we left them all well supplied with kitchen vegetables of all sorts, together with fine Indian corn, wheat, rye,

and barley which had been already planted. There were also vines which I had set out when I spent the winter there, but these they made no attempt to preserve for, upon my return, I found them all in ruins, and I was greatly displeased that they had given so little attention to the preservation of so fine and good a plot, from which I had anticipated a favorable result.

SUCCESS OF AGRICULTURE

A

From *ibid.*, III, 187. Written about 1616.

During my stay at the settlement [Quebec] I had some common grain cut; namely French grain, which had been planted there and which had come up very finely, that I might take it to France, as evidence that the land is good and fertile. In another part, moreover, there was some fine Indian corn, also scions and trees which had been given us by Sieur du Monts in Normandy. In a word, all the gardens of the place were in an admirably fine condition, being planted with peas, beans, and other vegetables, also squashes and superior radishes of various sorts, cabbages, beets, and other kitchen vegetables.

B

From *ibid.*, 204-205. Written about 1618.

I visited the cultivated lands [at Quebec] which I found planted with fine grain. The gardens contained all kinds of plants, cabagges, radishes, lettuce, purslain, sorrel, parsley, and other plants, squashes, cucumber, melons, peas, beans and other vegetables, which were as fine and forward as in France. There were also the vines, which had been transplanted, already well advanced. In a word, you could see everything growing and flourishing. Aside from God, we are not to give the praise for this to the laborers or their skill, for it is probable that not much is due to them, but to the richness and excellence of the soil, which is naturally good and adapted for everything, as experience shows, and might be turned to good account, not only for purposes of tillage and the cultivation of fruit-trees and vines, but also for the nourishment and rearing of cattle and fowl, such as are common in France.

A MISSION SETTLEMENT

Translated from F. Sagard, *Histoire du Canada* (Paris, 1866), I, 68-74. Written Aug. 15, 1620.

The building which gladdened his heart as much by its beauty as by the fair situation, which had been chosen for its site, was 34 feet long and 22 feet in width, and had a double storey. The lower storey was divided into two sections one of which was reserved for a temporary chapel; the other served as a kitchen and living room. The upper storey contained one large room, and four smaller ones, two of which, provided with fireplaces, were for the use of the sick. The walls of the building were of good stone, and they had at hand a better quality of lime than was used in France.

The land surrounding the building was of excellent quality, the trees stand clear, making cultivation of the ground easy. They were close to the edge of the river, and a system of trenches, which they had dug, gave the place, at high tide, the appearance of an island.

They had two asses, a male and a female, a few pigs, a pair of geese, seven pair of fowl, and four pair of ducks. They were not quite ready for cows or goats, but hoped to have them in the following year.

The personnel consisted of 3 master carpenters, a master mason and his son, and four others, who work on the land. There was food to last a year, at the end of which time, with some assistance, they hoped to be able to take 5 or 6 men whom they would employ steadily in clearing the land. In two years more, they calculated upon being able to support a dozen people without succour of any kind from France, as they had grain in sufficient quantity for bread, and beer, hogs, poultry, cows and goats, and abundance of fish, and wild fowl such as ducks and geese; as well as, venison which they can get by exchange with the Indians for bread. They had all sorts of vegetables, grasses and roots.

They were a bare half league from the habitation. All they wanted was 6 or 8 boys to work on the land for a couple of years.

They looked to be able, at the end of that time, to maintain a number of families without much expense, and thus, little by little, to people the country, and erect a seminary for the instruction of the savages.

WINTERS IN NEW FRANCE

From *The Jesuit Relations and allied documents*, edited by R. G. Thwaites (Cleveland, 1897), IV, 193.

Quebec, Aug. 1, 1626

Now although the country where we are [Quebec], being in latitude about 46 and one-half degrees, is farther South than Paris by nearly two degrees yet the Winter generally lasts here 5 months and a half the snow is 3 or 4 feet deep, but it is so firm that it does not usually melt until near the middle of April, and it always begins in the month of November. During all this time the earth is never seen; indeed our Frenchmen have even told me that they dragged their maypole over the snow on the first day of May, in the very year of our arrival, and that with snowshoes during the winter, for fear of sinking into the snow, in imitation of the Savages; who never go otherwise to hunt the moose. The mildest Winter that has been seen is the one that we have passed here (say the Old inhabitants), and yet the snow began to fall on the 16th of November and to melt towards the end of March. The long duration of the snow might cause one to somewhat doubt whether wheat and rye would grow well in this country. But I have seen some as beautiful as that produced in your France, and even that which we have planted here yields to it in nothing. To better provide against scarcity it would be well to plant some meslin; Rye and oats grow here the best in the world, the grains being larger and more abundant than in France. Our peas are so beautiful; it is wonderful to see them. So the earth is not ungrateful (as your Reverence may see). The farther up the river we go, the more we see of the fertility of the soil. That cultivated by the French in this place [Quebec] is of small area, only 18 or 20 acres at the most.

EFFECTS OF THE CAPTURE OF QUEBEC, 1629-1632

From *ibid.*, V, 41-45.

August 28, 1632

Their cattle [Madame Hébert's family's] are in fine condition, and their land produces good grain. This is the only French family settled in Canada.

We [the Jesuits] have our cleared land covered with peas; our Fathers had left them to the English covered with wheat, barley,

and Indian corn; and meantime this Captain Thomas Ker has sold the full crop of peas, refusing to give them to us for the harvest he had found upon our lands.

HEAVY YIELDS OF CROPS, 1633-1634.

From *ibid.*, VI, 29.

As to the soil, I send you some of its fruits; they are heads of wheat, of rye, and of barley, that we planted near our little house. We gathered last year a few wisps of rye that we found here and there among the peas; I counted in some of them 60 kernels, in others 80, in others 112. We threshed these gleanings and took from them a little rye, which will this year pay us very well for the trouble that we had in gleaning it last year. The little wheat which we sowed before the snows is very beautiful; that which was sown in the spring will not ripen, because it is winter wheat. We must have some March wheat, and some that is beardless, for these are said to be best. The barley is finer than in France, and I have no doubt that, if this country were cleared, very fertile valleys would be found. The woods are troublesome; they retain the cold, engender the slight frosts, and produce great quantities of vermin, such as grasshoppers, worms, and insects, which are especially destructive in our garden; we shall rid ourselves of them little by little, without, however, leaving the place.

SETTLEMENT AT THREE RIVERS, 1634-1635.

From *ibid.*, VII, 269.

In regard to our French people, they are occupied in fortifying, in building, in clearing and cultivating the land . . . . . This last winter, the land disease, or scurvy appeared in the new settlement of the three Rivers, where Father Buteux and I had gone; and this gave us a new occupation, which was mixed with joy and sadness. On the one hand, we are grieved to see almost all our poor Countrymen suffer, and to see some of them die; on the other, we rejoiced to see the altogether admirable effects of the grace of our Lord within their souls.

FAMINE AT THREE RIVERS AND MONTREAL

From *ibid.*, XXXIV, 51. Written May, 1649.

Return of the Shallops from 3 rivers and Montreal, where fam-

ine was found on all sides. We succored the people down here, in the matter of seed and food,—and this to the number of more than [blank space]—with 16 casks of wheat sent from 3 rivers, and several puncheons of peas and Indian corn; and, furthermore, by the grist of the mill,—making in all more than 40 casks of grain.

INFORMATION FOR EMIGRANTS FROM LE JEUNE'S *Relation*

A

From *ibid.*, IX, 153-163. Written 1636.

The land being cleared and ploughed, will it produce enough for the inhabitants?

I answer, yes; this is the opinion of those who understand the subject. Sieur Giffard, who has been clearing the land for only two years, and still leaving a great many stumps, hopes to harvest enough this year, if his wheat yields in proportion to present indications, to maintain twenty persons. The last year's harvest was eight puncheons of wheat, two puncheons of peas, 3 puncheons of Indian corn; and all this was done by the labor of seven men, who were at the same time engaged in building, in making hay, and in other work. His land is good; not all is like it.

Is there any hope of apple and other fruit trees producing fruit here?

I cannot answer positively, as I have had no ocular proof of this. Sieur Hebert planted some apple trees during his lifetime, which have borne some very good fruit, as I have been assured; but the cattle spoiled these trees. We have grafted some wild trees this year, and the scions have united very well. Time will show us what there is in it.

How long would it take twenty men to clear an arpent of land? What would it cost apiece to maintain them for a year? And what provisions would it be necessary to furnish?

Twenty men will clear in one year thirty arpents of land, so clean that the plow can pass through it; if they had an interest in the matter, perhaps, they would do more. There are some places which are much easier than others. The usual task for each man is an arpent and a half a year, if he is not engaged in other work. As rations, each one is given two loaves of bread, of about six or seven pounds, a week,—that is, a puncheon of flour a year; two pounds of lard, two ounces of butter, a little measure of oil and

vinegar; a little dried codfish, that is, about a pound; a bowlful of peas, which is about a chopine,—and all this for one week. As to their drinks, they are given a chopine of cider per day, or a quart of beer and occasionally a drink of wine, as on great fete-days. In the winter they are given a drop of brandy in the morning, if one has any. What they can get from the Country, in hunting or fishing, is not included in this. By following this memorandum, one can see what it costs to keep a man, and the provisions that must be supplied. I say nothing of the other edibles which it is well to bring,—prunes, rice, raisins, and other things that can be used for the sick. Neither do I speak of the clothes, blankets, mattresses, and other such things, that every one can bring according to his condition and ability. . . .

In regard to the quality of the soils, to describe those which are suitable for tillage, for planting, for pasture; whether it will be necessary to work them with teams of oxen, or horses; what grains will they bear?

The three Rivers seem to me like Anjou; it is a sandy country, and I believe the vine would flourish there. Kebec is diversified; there are very low places where wheat might do well. Upon the heights the vine and wheat might flourish. As to wheat, experience has given us faith. Meadows can be made in a thousand places. There are some upon the borders of the great River, but these are greatly injured by tides. There is no need to bring over grains, as seed; they will be found here in exchange for other grains, or something else. March wheat sown in the spring succeeds better than wheat sown before winter. Not that I have not seen some very fine wheat that was sown in October. But as we are not yet thoroughly acquainted with the weather and the nature of the soil and the climate it is safer to sow in the Spring than before the Winter. Common barley and hulled barley succeed to perfection, and rye does very well; at least I can assert that I have seen all these grains grow here, as beautiful as they have in France. The peas are better and more tender than those they bring over in ships. Pot-herbs do very well, but the seeds must be brought over. It it true that the nearness of the forests, and so much rotten wood, of which the land is, as it were formed and nourished, engender, at times, insects which gnaw everything; as these animals die during the heat of Summer, everything comes to perfection, but some-

times later than is desirable to secure the grain and seed. We have here oxen and cows, which we use to cultivate the cleared land; this year some asses have been brought over, which will be of great service; Horses could be used, but there is no hurry about bringing them.

B

From *ibid.*, 185-189. Written 1636.

Some advice to those who desire to cross over into New France.

All those who desire to come and increase this Colony are either people of means, or poor people; I will speak to both. Let us begin with the poor.

A poor man burdened with a wife and children should not come over here the first years with his family, if he is not hired by the Gentlemen of the Company, or by some one else who will bring them hither; otherwise he will suffer greatly, and will not make any headway. The Country is not yet in condition to care for the poor who cannot work. But if there happen to be some worthy young men or able-bodied married men, who can handle the axe, the hoe, the spade, and the plough,—such people, if willing to work, could become rich in a little while in this Country, to which they could finally bring their families. This is the way they should proceed.

Four or five of them would have to join together, and engage themselves to some family for five or six years on the following conditions; That they should be boarded during all this time without receiving any wages, but also that they should possess entirely and in their own right one-half of all the land they clear. And, as they will need something for their own support, the contract should provide that all they get every year, from the lands they have already cleared, should be shared by half; this half, with the little profits they can make in the Country, would be enough to keep them, and to pay after the first or second year for half the tools which they will use in clearing and in tilling the land. Now if four men could clear eight arpents of land a year, doing nothing else, winter or summer, in six years forty-eight arpents would be cleared of which twenty-four would belong to them. With these twenty-four arpents they could support thirty-six persons, or even forty-eight, if the land is good. Is not this a way of becoming

rich in a little while? And all the more so, as the land here will one day become very profitable and will bear a great deal of grain. There is now brought from France so much flour, with its attendant risks upon the sea, that if some one had wheat here these risks and the incumbrance of the vessels would be obviated, and he would derive much profit therefrom. There are so many strong and robust peasants in France who have no bread to put in their mouths; is it possible they are so afraid of losing sight of the village steeple, as they say, that they would rather languish in their misery and poverty, than to place themselves some day at their ease among the inhabitants of New France, where with the blessings of earth they will far more easily find those of heaven and of the soul?

As to people of wealth and rank, I would advise them before coming here to obtain from the Gentlemen of the Company a place to build a house in the town which has been laid out, and also a few arpents of land near the town, capable of sustaining their families. In addition to this, a grant of some fine locality which they will choose in the course of time. When this has been accomplished, they must bring over at least two Masons, two Carpenters, and some laborers; and, if they desire more, some workmen to clear the land, provided with tools adapted to their trade. Above all, let them have some axes made expressly, sparing no money on them, for the winter is harder than bad steel. There must be a man of authority and discretion to take care of these people, to direct them and take charge of the provisions which are sent over. The more good flour that can be sent here the better and the more security there will be. Monsieur de Repentigny has brought enough for two years, and in doing so has acted wisely. It would be a good thing to bring over in a bundle the parts of a gribane, or large boat, capable of sailing upon the tides; that is to say, it ought to be elevated at the sides, and perhaps flat, in order to draw less water. It must be strong and large for wood, stone, lime, and other such things. It could be put together at Tadoussac. All these men having reached the Country, some of them will be occupied in clearing the land, according to the plan of the one who will direct them. When a building capable of accommodating them and their servants is finished, the whole family will come over, and will bring some cattle if they receive word that it is best to do so, or perhaps these can be found upon the ground; to have them on

board prevents better things from being taken; and costs enormously, unless they are placed with those which are at Cap de Tourmente, by an understanding with the Gentlemen who have some there. If this order is followed, when the women and children reach here they will all be comforted at finding a dwelling ready for them, a garden for their refreshment, and people at their service who will have a knowledge of the Country . . . . . I will make two more suggestions. The first, that if they can have men who have interests at stake, to clear the land, as I have just said, it will be much better. The men who work for wages, for the most part try to be like some of our neighbors, who, having scarcely passed the line of the Equator, all begin to call themselves Gentlemen, and no longer care to work; if they felt constrained to do it for themselves, they would not sleep over it.

CHARACTER OF HOUSES

From *Lettres de la Reverende Mère Marie de l'Incarnation*, L'Abbé Richaudeau, ed., (Tournai, 1876), I, 202-204. Written 1644.

Pour réponse à ce que vous désirez savoir touchant le pays, je vous dirai qu'il y a des maisons de pierres, de bois et d'écorce. La nôtre qui est toute de pierres, a quatre-vingt-douze pieds de longueur et vingt-huit de largeur. C'est la plus belle et la plus grande qui soit en Canada, pour la façon d'y bâtir. En cela est comprise l'église, qui a sa longueur dans la largeur de la maison et dix-sept pieds de largeur. Vous penserez que cela est petit, mais le trop grand froid ne permet pas qu'on fasse des lieux plus vastes. Il y a des temps auxquels les prêtres sont en danger d'avoir les doigts et les oreilles gelés. . . . . Celles des habitants, excepté deux ou trois sont de colombage pierrotté. Une partie des sauvages ont des maisons portatives d'écorce de bouleau, qu'ils dressent bien proprement avec des perches. Nous en avions une semblable au commencement pour nous servir de classe. Quand je dis que nos maisons sont de pierres je ne veux pas dire qu'elles soient de pierres de taille, non, il n'y a que les encoignures, qui sont d'une espèce de marbre presque noir, qui se tire par coppeaux assez bien faits. Les encoignures étant de cette sorte de pierre, sont très-belles, mais elles coûtent à tailler à cause de la dureté. Un homme coûte trente sols par jour, encore le faut-il nourrir les fêtes et les dimanches, et dans les mauvais temps. Nous faisons venir de France nos artisans

qu'on loue pour trois ans ou plus. Nous en avons dix qui font toutes nos affaires, excepté que les habitants nous fournissent la chaux, le sable et la brique. Notre bâtiment a trois étages, dans le milieu desquels nous avons nos cellules faites comme celles de France. Notre cheminée est au bout pour échauffer le dortoir et les cellules, dont les séparations ne sont que de bois de pin, car autrement on ne pourrait pas y échauffer; encore ne croyez pas qu'on y puisse demeurer longtemps en hiver sans s'approcher de feu; ce serait un excès d'y demeurer une heure, encore faut-il avoir les mains cachées et être bien couvert. Hors les observances, le lieu ordinaire pour lire, écrire et étudier est de nécessité auprès du feu, ce qui est un assujettissement fort incommode, particulièrement à moi qui ne me chauffais jamais en France. Nos couches sont de bois qui se ferment comme des armoires, et quoiqu'elles soient doublées de couvertes ou de serge, à peine y peut-on échauffer. L'hiver nos sauvages quittent leurs maisons de pierres et vont cabaner dans les bois où il ne fait pas si froid. A quatre cheminées que nous avons, nous brûlons par an cent soixante-quinze cordes de gros bois; et après tout, quoique le froid soit si grand, nous tenons le choeur tout l'hiver, mais l'on y souffre un peu. Notre clôture n'est que de gros pieux d'arbres entiers de dix pieds de haut et accommodés avec de la charpente. Les couvertures de maisons sont de planches doubles ou de bardeau, contregarni de planches par le dessous. . . . . .
Québec, 26 août, 1644.

EFFECT OF FUR TRADE ON AGRICULTURE

From *ibid.*, 471.

Quant au trafic les traites du côté du Sud sont presque anéanties; mais celles du Nord sont plus abondantes que jamais. Si l'on était exact à apporter de bonne heure les marchandises de France, en sorte que par ce retardement les castors ne fussent point divertis (expédiés) ailleurs, les marchands seraient riches. Mais au fond, tandis que les habitants s'amusent à cette traite, ils n'avancent pas tant leurs affaires que s'ils travaillaient à défricher la terre, et s'attachaient au trafic de la pêche et des huiles de loupes marins et de marsouins, et autres semblables denrées, dont on commence d'introduire le commerce. Québec 1er Septembre, 1652.

DEPENDENCE ON HUNTING AND FISHING

From *Jesuit Relations,* XL, 215. Written 1652-1653.

Beef and bacon are here delicacies, which formerly we did not dare to hope for. Game is abundant, and there is no lack of Moose-hunting.

But the eel[1] constitutes a manna exceeding all belief. Experience and ingenuity have rendered us so expert in catching them that one or two men will take five or six thousand in a single night; and this fishing lasts for two whole months, in which an ample provision for them is made for the whole year; for the eels here have excellent qualities for keeping, whether dried by fire or salted, and are much better than any eels in France.

IMPORTANCE OF THE FUR TRADE

A

From *Lettres de la Reverende Mère Marie de l'Incarnation,* II, 167. Written 1660.

Depuis quelques mois les Outaouak sont venus avec un grand nombre de canots chargés de castors, ce qui relève nos marchands de leurs pertes passées, et accommode la plupart des habitants; car sans le commerce le pays ne vaut rien pour le temporel. Il peut se passer de la France pour le vivre; mais il en dépend entièrement pour le vêtement, pour les outils, pour le vin, pour l'eau-de-vie, et pour une infinité de petites commodités, et tout cela ne nous est apporté que par le moyen du trafic.
Québec, 17 Sept., 1660.

B

From *ibid.,* 174. Written 1660.

. . . . . De plus, Dieu a envoyé aux marchands pour plus de cent quarante mille livres de castors, par l'arrivée des Outaouak, qui

[1] "They caught, this year [1646] forty thousand eels, most of which were sold at half an ecu the hundred. They began to fish for them in August, and finished about the 9th or 10th of November."—*Jesuit Relations,* XXVIII, 239.

en avaient soixante canots chargés. Cette bénédiction du ciel est arrivée, lorsque ces messieurs voulaient quitter ce pays, ne croyant pas qu'ils y eût plus rien à faire pour le commerce. S'ils eussent quitté, il nous eut fallu quitter avec eux; car sans les correspondances qui s'entretiennent à la faveur du commerce, il ne serait pas possible de subsister ici . . . . . .

Québec, 28 Sept., 1660.

THE FUR TRADE, 1663-1713

The problems of the colony during the period prior to 1663 continued and were solved by a rigid adherence to militaristic policy. The expansion of trade to the West was accompanied by the establishment of posts along the Great Lakes at Fort Frontenac (1670), Niagara, and Detroit (1707), and by aggressive attacks on the English posts in Hudson Bay. The success of the policy was shown in a marked fncrease in the supply of furs, a fall in price, and difficulties ior the trade and revenue of the colony. Settlement in the colony was seriously affected by military campaigns and by the demand for labour in conducting the fur trade over more extensive areas.

Industry developed slowly because of the lack of skilled labour and limited transportation. The energy of the colony was employed to an increasing extent in the fur trade and with consequent loss to agriculture and other economic activities. An extensive trade to the West Indies was impossible without the development in trade of commodities other than fur. The decline in the price of furs had serious effects on the system of taxation, on exchange, and on the finances of the colony in general. Dependence on a staple commodity, which was subject to pronounced fluctuations, touched every phase of economic activity.

THE FUR TRADE 1663 TO 1713

XXX

POPULATION

An aggressive military policy in the colony involved a rapid increase in population. Immigration was fostered and efforts were made to encourage large families and to stimulate agriculture. The problems of rapid immigration were evident in disease and in the effects on the standard of living generally.

Disease from Vessels

From *Lettres de la Reverende Mère Marie de l'Incarnation,* II, 143. Written 1659.

Le dernier vaisseau s'est trouvé infecté de fièvres pourprées et pestilentielles. Il portait deux cents personnes, qui ont presque toutes été malades. Il en est mort huit sur mer, et d'autres à terre, presque tout le pays a été infecté, et l'hôpital rempli de malades. . . . Québec, 1659.

Problems of Wholesale Immigration

From *ibid.,* 312-314. Written 1665.

Les cent filles que le roi a envoyées cette année ne font que d'arriver, et les voilà déjà quasi toutes pourvues. Il en enverra encore deux cents l'année prochaine, et encore d'autres à proportion les années suivantes. Il envoie aussi des hommes pour fournir aux mariages, et cette année il en est bien venu cinq cents, sans parler de ceux qui composent l'armée. De la sorte c'est une chose étonnante de voir comme le pays se peuple et multiplie. Aussi dit-on que Sa Majesté n'y veut rien épargner, y étant excité par ces seigneurs qui sont ici, et qui trouvent le pays et le séjour ravissant en comparaison des îles de l'Amérique d'où ils viennent, et où la chaleur est si extrême qu'à peine y peut-on vivre. Ce pays-là est riche, à cause des sucres et du tabac que l'on en transporte, mais il n'y peut venir de blé, leur pain est fait d'une certaine racine dont la nécessité les

oblige de se nourrir. Mais ici les blés, les légumes, et toutes sortes de grains croissent en abondance. La terre est une terre à froment, laquelle plus on la découvre des bois, plus elle est fertile et abondante. Sa fertilité a bien paru cette année, parce que les farines de l'armée s'étant gatées sur la mer, il s'est trouvé ici des blés pour fournir à sa subsistance sans faire tort à la provision des habitants.

Cette abondance néanmoins n'empêche pas qu'il y ait ici un grand nombre de pauvres; et la raison est que quand une famille commence une habitation, il lui faut deux ou trois années avant que d'avoir de quoi se nourrir, sans parler du vêtement, des meubles et d'une infinité de petites choses nécessaires à l'entretien d'une maison; mais ces premières difficultés étant passées, ils commencent à être à leur aise, et s'ils ont de la conduite, ils deviennent riches avec le temps, autant qu'on le peut être dans un pays nouveau comme est celui-ci. Au commencement ils vivent de leurs grains, de leurs légumes et de leur chasse, qui est abondante en hiver. Et pour le vêtement et les autres ustensiles de la maison, ils font des planches pour couvrir les maisons, et débitent des bois de charpente qu'ils vendent bien cher. Ayant ainsi le nécessaire, ils commencent à faire trafic, et de la sorte ils s'avancent peu à peu.

Québec, 29 Octobre, 1665.

IMMIGRATION OF YOUNG WOMEN

From *ibid.*, 401-402. Written 1668.

Les navires n'ont point apporté de malades cette année. Le vaisseau arrivé était chargé comme d'une marchandise mêlée. Il y avait des Portugais, des Allemands, des Hollandais, et d'autres de je ne sais quelles nations. Il y avait aussi des femmes maures, portugaises, françaises et d'autres pays. Il est venu un grand nombre de filles, et l'on en attend encore. La première mariée est la mauresque, qui a épousé un Français. Quant aux hommes, ce sont des gens qui ont été cassés du service du Roi, et que Sa Majesté a voulu être envoyés en ce pays. On les a tous mis au Bourg-Talon à deux lieues d'ici, pour y habiter et le peupler. Quand ils auront mangé la barrique de farine et le lard que le Roi leur donne, ils souffriront étrangement jusqu'à ce qu'ils aient défriché. L'on ne veut plus demander que des filles de village, propres au

travail comme les hommes; l'expérience fait voir que celles qui n'y ont pas été élevées ne sont pas propres pour ici, étant dans une misère d'où elles ne se peuvent tirer.

INCREASING POPULATION

From *ibid.*, 435. Written 1669.

Madame Bourdon a été chargée en France de cent cinquante filles que le roi a envoyées en ce pays par le vaisseau Normand. Elles ne lui ont pas peu donné d'exercice durant un si long trajet, car comme il y en a de toutes conditions il s'en est trouvé de très-grossières et très-difficiles à conduire. Il y en a d'autres de naissance qui sont plus honnêtes et qui lui ont donné plus de satisfaction. Un peu auparavant il était arrivé un vaisseau Rochelais chargé d'hommes et de filles, et de familles formées. C'est une chose prodigieuse de voir l'augmentation des peuplades qui se font en ce pays. Les vaisseaux ne sont pas plutôt arrivés que les jeunes hommes y vont chercher des femmes, et dans le grand nombre des uns et des autres on les marie par trentaines. Les plus avisés commencent à faire une habitation un an devant que de se marier, parce que ceux qui ont une habitation trouvent un meilleur parti; c'est la première chose dont les filles s'informent, et elles font sagement, parce que ceux qui ne sont point établis souffrent beaucoup avant que d'être à leur aise. Outre ces mariages ceux qui sont établis depuis longtemps dans ce pays ont tant d'enfants que cela est merveilleux, et tout en foisonne. Il y a quantité de belles bourgades, des villages et des hameaux, sans parler des habitations solitaires et écartées. Le roi a renvoyé ici des capitaines et officiers, à qui il a donné des forts, afin qu'ils s'y établissent et qu'ils s'y pourvoient. Ils le font, et plusieurs sont déjà fort avancés.
Québec, octobre, 1669.

ENCOURAGEMENT OF LARGE FAMILIES

From Canadian Archives, *CIIA*, III, 6.

Decree of the Council in favour of inhabitants who have ten or twelve children living, who are not priests or nuns.

April 3, 1669

The King in Council having before them the reports and documents sent from Canada in the previous year, relating to the con-

dition of the Colony, and having observed the considerable augmentation due to the attention of those in authority, and having reason to hope that, by a continuation of these efforts, the colony will be self-sustaining in a few years, orders, for further encouragement, that any inhabitant having in legitimate marriage, 10 living children, not priests, religieux or religieuses shall be paid 300 livres a year, and those who have 12 shall be paid 400 livres a year.

Also, all young men of 20 or under who marry, shall be paid 20 livres each, which shall be called "The King's Gift".

Furthermore, that the Sovereign Council shall make a division of the inhabitants of each parish and village, and there shall be determined certain honors to the principal inhabitants who take on themselves the care of the parishes or villages, either by their rank in the church or otherwise and that those who have the largest number of children will be preferred, unless there is some valid reason to the contrary, and that there shall be fixed some pecuniary penalty for the benefit of the hospitals, upon those fathers who do not marry their sons at the age of 20, and their daughters at the age of 16.

EXCESS OF MALE POPULATION

From *Documents relating to the colonial history of the State of New York,* E. B. O'Callaghan, ed. (Albany, 1853), IX, 90.

Nov. 10, 1670

This scarcity of workmen and servants obliges me to request you to have the goodness to remember to send us some of all sorts, and even young women to marry a number of persons who cannot find any wives here, and who create a thousand disorders in the settlements of their neighbors, and especially in the more distant places, where the women are very glad to have several husbands when the men cannot get even one wife.

Had there been a hundred and fifty girls and as many servants here this year, they would all have found husbands and masters within one month.

TYPE OF SETTLERS DEMANDED IN CANADA

From Canadian Archives, *CIIA*, VII, 54. Written 1685.

Avant tout Monseigneur, vous me permetterez de vous dire que la noblesse de ce pays nouveau est tout ce qu'il y a de plus

gueux, et que d'en augmenter le nombre c'est donner lieu à augmenter le nombre des fainéants, un pays neuf demande des gens laborieux et industrieux et qui mettent la main à la hache et à la pioche. Les enfans de nos conseillers ne sont pas plus laborieux, et n'ont de ressource que les bois où ils font quelque traitte, et la plus part font tous les désordres dont j'ay eu l'honneur de vous entretenir. ie ne m'oubliray en rien de ce qu'il y auroit à faire pour les engager à entrer dans le commerce, mais comme nos nobles et conseillers sont tous fort pauvres et accablez de debtes, ils ne sçauroient trouver de crédit pour un escu.
A Quebec le 13e 9bre 1685.

XXXI

AGRICULTURE AND SETTLEMENT

A marked increase in population placed heavy demands on agriculture. The agriculture of the Indians was of considerable importance and contributed to the solution of the problem until European agriculture could be satisfactorily adapted. The surplus energy of the colony was spent in clearing the land, in combatting the pests of agriculture, and in working out a new technique. Agriculture, like industry, suffered from the demands of a military policy even, for example, in such minor regulations as limiting the number of horses.

CONTRIBUTIONS OF THE INDIANS TO AGRICULTURE

From *Lettres de la Reverende Mère Marie de l'Incarnation,* II, 403.

L'estime que je vous fis les années dernières des citrouilles des Iroquois vous en a donné de l'appétit. Je vous en envoie de la graine, que les Hurons nous apportent de ce pays-là, mais je ne sais si votre terroir n'en changera pas le goût. On les apprête en diverses manières: en potage avec du lait et en friture; on les fait encore cuire au four comme des pommes, ou sous la braise comme des poires; et de la sorte il est vrai qu'elles ont le goût de pommes de rainettes cuites. Il vient à Montréal des melons aussi bons que les meilleurs de France; il n'en vient que rarement ici, parce que nous ne sommes pas tant au sud. Il y a aussi une certaine engeance qu'on appelle des melons d'eau, qui sont faits comme des citrouilles, et se mangent comme les melons; les uns les salent, les autres les

sucrent; on les trouve excellents, et ils ne sont point malfaisants. Les autres plantes potagères et les légumages sont comme en France. L'on en fait la récolte comme du blé, pour en user tout l'hiver jusqu'à la fin de mai, que les jardins sont couverts de neige.

Quant aux arbres, nous avons des pruniers, lesquels étant bien fumés et cultivés nous donnent du fruit en abondance durant trois semaines. On ne fait point cuire les prunes au four, car il n'en reste qu'un noyau couvert d'une peau; mais on en fait de la marmelade avec du sucre, qui est excellente, Nous faisons la nôtre avec du miel, et cet assaisonnement suffit pour nous et pour nos enfants. On fait encore confire des groseilles vertes, comme aussi du piminan, qui est un fruit sauvage, que le sucre rend agréable. L'on commence à avoir des pommes de rainette et de calville, qui viennent ici très-belles et très-bonnes, mais l'engeance en est venue de France. Voilà nos ménages et nos délices, qui seraient comptées pour rien en France, mais qui sont ici beaucoup estimées.

DIFFICULTIES OF FARMING

From *ibid.*, 449. Written 1670.

Tous les hivers sont fort froids en ce pays, mais le dernier l'a été extraordinairement, tant pour sa rigueur, que pour sa longueur, et nous n'en avons point encore expérimenté un plus rude. Tous nos conduits d'eaux ont gelé, et nos sources ont tari, ce qui ne nous a pas donné peu d'exercice. Au commencement nous faisions fondre la neige pour avoir de l'eau, tant pour nous que pour nos bestiaux; mais il en fallait une si grande quantité que nous n'y pouvions suffire. Il a donc fallu nous résoudre d'en envoyer quérir au fleuve avec nos boeufs, qui en ont été presque ruinés à cause de la montagne qui est fort droite et glissante. Il y avait encore de la glace dans notre jardin au mois de juin: nos arbres et nos entes qui étaient de fruits exquis en sont morts.

Québec, 1 de Septembre, 1670.

CLEARING THE LAND

From *New voyages to North America by the Baron de Lahontan,* R. G. Thwaites, ed. (Chicago, 1905), I, 35-38.

Canton of Beaupre, May 2, 1684

The poorest of them have four Arpents of ground in front, and thirty or forty in depth: The whole Country being a continued

Forrest of lofty Trees, the stumps of which must be grub'd up, before they can make use of Plough. 'Tis true, this is a troublesom and chargeable task at first; but in a short time after they made up their Losses; for when the Virgin is capable of receiving seed, it yields an increase to the rate of an hundred fold. Corn is there sown in May, and reap'd about the middle of September. Instead of threshing the Sheafs in the Field, they convey 'em to Barns, where they lie till the coldest season of the winter, at which time the grain is more easily disengag'd from the Ear. In this Country they likewise sow Pease, which are much esteem'd in France. All sorts of grain are very cheap here, as well as Butchers Meat and Fowl. The price of wood is almost nothing, in comparison with the charge of its carriage, which after all is very inconsiderable. In this country [Canton de Beaupre] every one lives in a good and a well furnish'd House; and most of the Houses are of wood and two Stories high. Their Chimnies are very large, by reason of the prodigious Fires they make to guard themselves from the Cold, which is there beyond all measure, from the Month of December, to that of April.

FAILURE OF THE HARVEST

From Canadian Archives, *CIIA*, XI, 194-195.

1690 20 nov.

Quoique les bleds parussent les plus beaux de monde les pluies et les brumes qui survinrent huit ou dix jours avant qu'on les pust couper les ont tellement rouillez et gastez, que la récolte a esté fort mediocre de sorte que personne naiant eu de bled vieux à manger comme on avoit accoustumé de faire du moins jusques à Noel, on a esté obligé d'avoir recours au nouveau et d'en faire battre aussitost qu'jl a esté serré dans les granges, ce qui a fait que n'estant pas sec il rend beaucoup moins qu'à l'ordinaire, et que si les farines que vous nous avez envoyées n'arrivent pas jl sera si cher et si rare qu'on n'en trouvera pas pour de l'argent.

Touttes les autres choses manqueront de mesme n'y ayant icy ny vin ny eau de vie ny autres marchandises et rafraichissements de quelque nature qu'elles puissent estre tous les magasins en estant épuisez.

Je seray moy mesme avant qu'jl soit huict jours réduit à boire de l'eau, tous mes domestiques y estant jl y a déjà du temps . . . .

FRONTENAC, A Quebec.

PLAGUE OF CATERPILLARS

From Canadian Archives, *CIIA*, XII, 3.

A Quebec ce 15 7bre 1692

Nos semences et nos récoltes ont été faites sans aucunes incursions des ennemis, mais jl n'y a pas eu beaucoup de grains, ce qui provient d'une destruction causée par les chenilles qui en ont mangé et ravagé la plus grande partie dans toute l'estendue du pays où elles se sont répendues dans un si grand nombre que la terre en estoit toute couverte. Cependant nous pouvons conjecturer qu'jl y en aura suffisamment pour la subsistance des habitants, Nous avons bien besoin que les autres Vaisseaux arrivent par ce qu'jls nous doivent apporter près de quatre cens milliers de farines de celles destinées pour ce pays, Et environ vingt quatre milliers de lard sans quoy nous aurions bien de la peine à faire subsister les troupes. Il est très nécessaire que Sa Majesté fasse envoier l'année prochaine Six cens Milliers de farine, et Cent Vingt milliers de Lard comme elle a eu la bonté de faire cette année, avec la subsistance pour un an des troupes qu'elle fera passer . . . . . .

Mrs. DE FRONTENAC et DE CHAMPIGNY

IMPORTING FOOD FROM FRANCE

From Canadian Archives, *CIIA*, XV, 74-75.

Oct. 19, 1697

Nous avons reçeu de France cent milliers de farine qui nous ont paru fort bises et peu épurées de sons comme la récolte a esté assez abondante, le bled qui avoit couté jusqu'à 6l de France le minot pendant tout l'esté commence à diminuer de prix, ce qui remettra un peu les pauvres habitans qui ont beaucoup souffert de la disette, et qui seroient tombez dans une plus grande misère sans les fortifications, dans lesquelles ils ont trouvé leurs subsistances, Le Sr. de Champigny se propose de faire des achas de bleds, le plus qu'il poura pour l'usage des troupes pendant qu'ils seront à un prix assez raisonnable en observant de prendre de justes mesures pour empescher les habitans de tirer de là occasion de le vendre d'avantage, sy vous voulez Monseigneur avoir la bonté de nous envoyer l'année prochaine trois cent milliers de farine et cent milliers de lard, cela remettra l'abondance dans ce pays.

FRONTENAC, CHAMPIGNY

ENCOURAGE RAISING OF SHEEP

From Canadian Archives, *CIIG*, III, 225.

Lettre de M. Raudot écritte à Monseigneur le Cte de Pontchartrain

Le 11 9bre 1707 a Quebec

. . . . . Les habitans, Monseigneur, continuent de faire beaucoup de nourritures de bestieaux, nous les encourageons tous à avoir des moutons accause des laines dont ils ont extrêmement besoin et nous en voyons depuis que nous sommes icy augmenter tous les jours le nombre.

SLOW PROGRESS OF SETTLEMENT

From Canadian Archives, *CIIA*, XXVIII, 190-191.

Oct. 23, 1708

Les habitans du Canada s'adonnent de plus en plus à la culture de la Terre, c'est le seul moyen pour eux de se tirer de l'extrême misère où ils sont cette misère leur est causée par la cherté des marchandises et de toutes les choses généralement qui viennent de France c'est un mal qui est causé par la guere et qui ne finira qu'à la paix.

RAUDOT

SOWING WHEAT IN CANADA

From Canadian Archives, *CIIG*, IV, 27-28.

Réponse au Mémoire du Roy adresse a Mrs. de Vaudreuil et Raudot

En 1709

Les Habitans de ce pays sèment le plus qu'ils peuvent mais sitôt qu'ils ont leurs bleds ils cherchent à s'en defaire par la nécessité qu'ils ont d'avoir des marchandises pour pouvoir s'Habiller, si bien, Monsiegneur qu'ils n'en gardent que pour leur subsistance, le marchand qui s'est chargé de ce bled cherche à en faire la sortie pour se procurer des retours, c'est ce qui fait qu'il n'y en a point de provision icy, outre cela quoique ce pays soit froid, le bled ne s'y conserve pas bien celuy qu'on garde, à Québec plus d'un an ou dix huit mois sent la poussière, et à Montréal il se met quelque fois des poux dedans qui le mangent tout.

On sème toujours le bled dès que la neige est fondue qui est ordinairement vers le quinze avril et ces semences durent jusques

au dix de may, les terres qui sont labourées l'Automne, hivernants en cet état produisent beaucoup plus que celles qui sont labourées le printemps. Voilà, Monseigneur, ce qui se pratique à l'égard des labours et des semences en ce pays où la recolte se fait depuis le 15 Aoust jusques au 20 de Septembre.

Sans lieu ni date. non signé.

DISCOURAGE RAISING OF HORSES

From Canadian Archives, *CIIA*, XXXI, 22.

2 Septembre 1710[1]

. . . . . Il est vray Monseigneur, qu'il y a beaucoup de chevaux en cette colonie. Ce mal vient en partie de ce que les habitans ne peuvent s'en passer, il en fault pour herser les terres, traîner les bois et les grains, et ils sont bien plus commodes pour ces travaux que les boeufs, mais par la suitte ils en ont trop eu, ce qui a fait rendre une ordonnance au Sr. Raudot fils pour le gouvernement de Montréal où il y en avoit beaucoup, par laquelle il est deffendu à aucuns habitans d'en avoir plus de deux et un poulin, il a mesme reproché aux habitans de ce gouvernement cette année dans une de ses ordonnances l'aisance qu'ils se donnent d'aller en cariolle ce qui les empesche d'apprendre et de sçavoir aller en raquette, par laquelle il permet de tuer tous les chevaux qui se trouveront vagans sur les terres l'hyver; ces deux ordonnances ne laisseront pas de détruire les chevaux en partie outre que les bestiaux estans un peu haussés de prix ces habitans abandonneront les chevaux pour nourrir des boeufs dont ils tireront un bon proffit.

RAUDOT, VAUDREUIL

XXXII.

LABOUR PROBLEMS

A new settlement was handicapped by its lack of skilled workmen. Industry was consequently restricted. Little is known of the labour problems of the early part of the French régime, but certain evidence is available to show that the guild regulations of Europe were probably carried over to New France. The regulations in the document on the Montreal tanners

[1]See also Mémoire de la Marquise de Vaudreuil â Monseigneur le Comte de Pontchartrain, 1710.—*Ibid.*, 87-9.

suggest that there was a tanner's guild. This is supported to a slight extent by the existence of apprentice agreements. Unskilled labour was in demand for agriculture chiefly to offset the drain of the fur trade.

SKILLED LABOUR IN DEMAND

From Canadian Archives, *CIIA*, II, 229.

Quebec November 3, 1665[2]

Statement of the various trades in which workmen can find employment in Canada

Bakers, Brewers, Coopers, Blacksmiths, Locksmiths, gunsmiths, Carpenters, Builders, Makers of household utensils, Coalburners, Brick and Tile makers, Coverings of all kinds, Tanners, Convoyers, Shoemakers, Cobblers, Hat makers, Furriers.

REGULATIONS REGARDING TANNERS IN MONTREAL

From Canadian Archives, *Collection Moreau St. Mery*, IX, Pt. 1, 40-42.

Ordonnance de M. Raudot

20 Juillet 1706

La ville de Montréal s'augmentant tous les jours par le nombre d'habitans qui viennent s'y établir et le nombre des ouvriers de toutes sortes de métiers s'augmentant aussi à proportion, en attendant qu'il plaise à S. M. d'y établir des corps de métier, nous croions qu'il est à propos de leur prescrire quelques règles et particulièrement aux tanneurs et cordonniers dont l'observation étant utile auxd. habitans pour l'émulation que lesd. ouvriers auront dans leur travail leur donnera en même tems à eux en particulier le moien de subsister en les réduisant chacun le mieux que nous pourrons aux fonctions qui conviennent à leurs professions, pour à quoi parvenir nous ordonnons qu'il n'y aura que deux tanneurs dans cette ville sçavoir les nommés Delaunay et Barsalot entre lesquels, afin qu'ils aient du travail également, les 5 bouchers qui y sont présentement établis partageront par égale portion tant en nombre qu'en qualité les peaux de toutes les bêtes qu'ils tueront dans leurs maisons si mieux n'aiment lesd. tanneurs s'accommoder entre eux et se faire fournir lesd. peaux chacun par deux bouchers dont ils conviendront et celles du cinquième chacun par six mois.

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[2]See also a letter to Pontchartrain (1705) "'Les sieurs de Vaudreuil et Raudot vous supplient d'ordonner qu'il leur soit envoie en ce pais des potiers de terre et un tireur de laine."—Canadian Archives, *CIIG*, III, 38.

2. Que lesdits tanneurs seront tenus de donner auxd. peaux toutes les facons requises et nécessaires afin de 3ll. d'amende pour chaque peau lorsque, dans les visites que nous ordonnons de faire, elles ne se trouveront pas de la qualité portée par notre présente ordonnance.
3. Nous défendons auxd. bouchers de passer aucune peau et faire des souliers françois à peine de 3ll. d'amende pour chaque peau qu'ils auront passée. Leur permettons néanmoins d'en passer quelques unes de moindre pour faire des souliers sauvages.
4. Leur défendons aussi de faire aucun trafic desd. peaux avec les habitans de la campagne auxquels nous ordonnons de les apporter au marché établi en cette ville dans lequel ils les exposeront et ne pourront les vendre qu'aux tanneurs.
5. Et en attendant que nous puissions faire un réglement qui réduise chacun desd. ouvriers dans le travail qui convient à leur métier, nous permettons aud. de Launay en considération de l'établissement qu'il a fait d'avoir seulement trois garcons cordonniers et un apprenti, lesquels il pourra faire travailler de leur métier. Défenses à lui d'en avoir un plus grand nombre ni de faire travailler pour son compte dans d'autres maisons que la sienne à peine de 50ll. d'amende applicable comme celle cy dessus ordonnée à l'entretien de la ville.

Fait à Montréal. signé RAUDOT

MEANS OF INCREASING LABOUR SUPPLY

From Canadian Archives, *CIIA,* XXXI, 87.

Mémoire de la Marquis de Vaudreuil à Monseigneur le comte de Pontchartrain, 1710.

. . . . . Ce seroit, Monseigneur, un grand bien pour le pais si l'on obligeoit les marchands qui y envoyent des vaisseaux de mener tous les ans un nombre d'engagez comme on le faisoit autrefois pour servir pendant trois ans le maitre qui le prendroit et qui payeroit son passage, on leur donneroit les gages dont on seroit convenus avec eux dans leur engagement. Cela fait ensuite de bons habitans. On pouvoit aussi faire passer quelques femmes ou filles pour servir de la mesme manière, le pais étant très bon il ne manque que du monde pour le faire valoir. Les seigneurs faute de domestique ne peuvent cultiver la moitié de leur terre.

Non signé, sans lieu ni date.

An Apprentice Engagement

Engagement de Jean-Baptiste Amiot-Villeneuve, fils de feu Piere Amiot-Villeneuve, et de Louise Renard, a Nicolas Doyon, de Québec, en qualité d'apprenti armurier et taillandier (*Rivet, 22 fevrier* 1710).

Pardevant le nore Royal en la prévosté de Québec soussigné y résidant et témoins enfin nommés fut présente Louise Renard, veuve de deffunct Pierre Amiot Villeneuve, demeurante à St-Augustin estant de présent en cette ville laquelle pour le proffit et l'avancement de Jean-Baptiste Amiot son fils agé de seize ans, a reconu et confessé l'avoir mis en service et apprentissage du premier jour de ce mois de février auquel jour il est entré chez le sieur Nicolas Doyon, Me armurier et taillandier demeurant en cette ville jusqu'à trois ans après ensuivant finir et accomplir avec le d. sr Doyon à ce présent et acceptant qui l'a pris et retenu pour son serviteur et apprenty, auquel pendant le d. temps il promet montrer et enseigner autant qu'il sera en son pouvoir les d. mestiers d'armeurerie et taillanderie, et outre à luy fournir et livrer son boire, manger, feu, lict, giste et entretien de hardes, linge et chausseures et de le traiter doucement et humainement comme il appartient pendant le d. temps, et au bout des d. trois années de luy laisser les hardes et linge qu'il aura pour lors à son usage, et le d. Jean-Baptiste Amiot à ce présent et de son consentement a promis et s'est obligé de servir le dit sr Doyon fidèlement dans les d. mestiers et autres choses licites et honnestes qu'il luy commendera, faire son proffit, éviter son dommage, l'en avertir s'il vient à sa connaissance, sans s'absenter ny aller ailleurs pendant le d. temps et en cas qu'il voulut sortir de chez le d. preneur avant les d. trois années expirées, la d. Louise Renard sa mère promet faire tout ce qui luy sera possible pour l'obliger à revenir au service du d. preneur. Car ainsy a esté convenu entre les parties, promettant, obligeant, chacun en droit soy etc. Renonçant etc. Fait et passé au d. Québec en la maison de Monsieur le Lespinay sceize rüe Sous le fort avant midy le vingt-deuxe febvrier mil sept cent dix en présence des sieurs Etienne Mirambeau et Gilles Rageot, témoins demeurant au d. Quebec qui ont avec le d. sr Doyon et nore signé et le d. Amiot son fils déclarez ne sçavoir escrire ny signer de ce enquis après lecture faite suivant l'ordonnance.

XXXIII

TIMBER AND SHIPBUILDING

Trade in commodities other than fur developed slowly. Lumber was of first importance in the construction of buildings for the settlement. Because of its bulk it was not adapted to primitive methods of navigation. The length of time required to get out the timber placed a heavy burden on finance. The chief demands came from shipping.

CHARACTER OF TREES[3]

A

From Pierre Boucher, *Canada in the seventeenth century,* E. L. Montizambert, ed. (Montreal, 1883), 29-32. Written 1663.

Of the trees that grow in new France, I begin with one which is the most useful of those here, and which we call pine, but which does not bear any fruit as pines in Europe do. These trees are of various sizes and heights; but they generally grow to fifty or sixty feet without branches. Their wood is used for making planks and boards which are very fine and good; and it is said that these trees would be very fit for making masts for ships.

There is another kind of tree here, called spruce; it is much like the fir, but is better adapted for making masts for small vessels, such as sailing-boats, being stronger than fir.

There are also walnut trees, of two sorts; those of one sort bear large hard nuts, but their wood is very soft and is not used for making anything but wooden shoes, for which it is very good, of this kind there are plenty about Quebec and Three Rivers, but not many further up the country; those of the other sort bear little round nuts with soft shells, like those in France; but their wood is very hard and of a dark colour within; one begins to meet with them at Montreal, and there are quantities of them in the Iroquois country. The Indians even make excellent oil out of the nuts.

B

From Canadian Archives, *Catalogne's Report,* 3-8. Written 1712.

White spruce is another gummous wood of average size, but of good quality to make spars and square lumber. The soil in which

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[3]See A. R. M. Lower, *The forest in New France,* (Canadian Historical Association Report, 1928, 78-90).

it grows is of good quality, and when cultivated will produce all kinds of grain in abundance.

Tamarac has no resemblance to the preceding species, the former keeps its verdure in winter, but the latter lose it; besides its wood is very massive although suitable for building purposes. The soil is a mixture of clay and gravel and is not cultivable.

Cedar is found in large groves. There are large quantities of them, and the trees are very big. Owing to their light weight and being of long duration in the earth, they are much employed in the fortifications of Montreal and Three Rivers, in stockading the terraces at Quebec, and generally in enclosing the forts in this country, and in making fences around fields and gardens.[4] It is also the only wood used in making shingles. These trees produce a kind of gum resembling incense; which is used in divine service. As I said before, the soil in which cedar is found is the best for cultivation.

Oak[5] is the least common of trees in the King's domain. There are two kinds, namely: white and red. As I have stated before, the white oak is found in low, damp lands, suitable for the cultivation of grain and vegetables.

The red oak does not differ in size from the white, but the latter is of better quality. The former grows on high, dry, sandy land. Both produce acorns.

Maple is here quite common and in large quantities. Until now it has not been used for anything but fuel. Some trees are very large and could be utilized in cabinet-making.[6] Besides this, it produces copiously a sweet water from which the people make sugar and syrup. The manner of proceeding is as follows. When the thaw occurs, in the spring, a groove is made in the bark, and into the wood, through which the water flows abundantly in vessels placed to receive it. The water is then boiled until it reaches the

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[4]Beams in cellars, P. Boucher, *op.cit.*, 30.

[5]"The wood of one of which is of a more open grain than that of the other and is therefore more fit for the making of household furniture and for joiners' and carpenters' work while the other is good for shipbuilding purposes. These trees grow tall and large and straight particularly in the neighbourhood of Montreal."—*Ibid.*, 32.

[6]"Made into good furniture" (Charlevoix 1723); "for making handles for tools"—P. Boucher, *op.cit.*, 31.

consistency of syrup or sugar. Some people preserve the water in vessels until summer time, when it is converted into vinegar by the heat. The soil which produces the maple is high and is the best for fruit trees.

The plane tree is here called the female maple, as it resembles the maple and also produces sweet water. Its wood is very curly and paler than that of the maple. It grows in damp ground suitable for all kinds of grain and vegetables.

The black birch (cherry birch) which is found along with the maple and the basswood is a very fine wood for making furniture (and stocks of firearms).

There are three sorts of ash,[7] namely:

The first kind is found among maples. It is suitable for square timber and for making boxes for dry goods.[8] The second has the same properties, and like the bastard ash grows on low lands called ash groves. These lands are fertile, producing all kinds of grain, when they are cleared [Deffriché] which is the term used here when speaking of lands made ready for cultivation.

Elms[9] are, throughout the country, very common and large. There are red and white ones. The latter kind is more difficult wood to work than the first, being cross grained, but it lasts much longer.

The aspen poplar grows alongside the rivers and ponds. Its bark forms the principal nourishment of the beavers.

The bark of the canoe birch can be stripped off in thin layers which can be written on like paper. The Indians go far into the woods to find large ones so as to get bark suitable for making their canoes which are the vehicles in which merchandise is carried to the most distant countries.

PRICES OF TIMBER PRODUCTS

From Canadian Archives, *CIIA*, XXVIII, 280. Dated 1708.

Prix des espares, chevrons et bordilles en Canada.

Les espares doubles de 4 à 6 pouces en quarré par le gros bout, écari par le dt. gros bout et de 30 à 40 pieds de long de bois d'épinette la pièce ..... 2. 5.

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[7]Free, mongrel, bastard.

[8]Staves for dry ware casks (Charlevoix, 1723).

[10]Wheelwrights make great use of it.—P. Boucher, *op.cit.*, 32.

Les espares simples de 2 à 3 pouces en quarré de 20 à 25 pieds de long du dt. bois la p ..... 1.
Les chevrons de 4 pouces en quarré écari de 18 pieds de long de bois de fresne la pièce ..... 1. 10.
Les chevrons de 4 pouces en quarré de douze pieds de long du dt. bois la pièce ..... 1.
Les chevrons de 4 pouces en quarré de 9 pieds de long du dt. bois la pièce ..... 15.
Les chevrons de sapin de 18 pieds ..... 1.
Les chevrons de " de 12 pieds ..... 13.
Les chevrons de " de 9 pieds ..... 10.
Merrain pour piece de 4 proportionné suivant le mémoire de M. Begon le millier ..... 280.
Pour piece de 3 le millier ..... 250.
Merin pour pipes le millier 200
Pour bariques le millier 150
Tous les prix du présent mémoire monoye de France.
A Quebec le 27 octobre 1708.

RAUDOT

UNCERTAINTY OF TIMBER MARKET

From Canadian Archives, *CIIG*, III, 371.

Lettre particulière des sieurs Raudot

Quebec le 8bre 1708

Les Sieurs Raudot auront l'honneur de vous marquer au sujet de ces bois pour en avoir, il s'y faut prendre d'une année d'avance, ce pais cy n'étant pas comme la France où l'on trouve du jour au lendemain tout ce qu'on a besoin, il faut prendre ses précautions de loin et faire des marches pour ces fournitures une année au paravant, ils ne trouveront personne qui à moins d'estre seurs que le Roy s'en chargera en fasse faire, ces personnes qui entreprenderont voudront aussi des avances et ne le pouront faire sans ce secours ainsy, Monseigneur, si vous vouliés envoyer une flutte en ce pais il seroit nécessaire de faire donner vos ordres une année plutôt.

XXXIV

INTERNAL TRANSPORTATION

Transportation prior to 1713 was largely limited to water and the main route was the St. Lawrence. It was distinctly seasonal. In the winter the frozen river was a convenient level road bed for sleighs. The streets and roads were few and bad.

THE CANOE

From *New voyages to North America by the Baron de Lahontan*, I, 62-64.

Montreal, June 20, 1684

I saw but now above an hundred Canows, some great and some little but considering that the former are only proper for Martial Expeditions, and long Voyages, I shall confine my description to that sort. Even the great ones are of different sizes; for they run from ten to twenty eight Foot long. Indeed the least of all hold but two Persons set upon their Breech, as in a Coffin; and are apt to overset, if the Passengers move to one side or t'other: But those of a larger size will easily afford stowage for fourteen Persons; tho' they are commonly mann'd only with Men, when they are imploy'd in transporting Provisions and Merchandize and even then they'll carry twenty hundred weight. The largest sort are safe and steddy, when they are made of the Bark of the Birch-tree, which comes off with hot water in the winter time. The greatest Trees afford the best barks for Canows; but oftentimes the Bark of one Tree is not sufficient. The bottom of the boat is all of one piece, to which the sides are so artfully sew'd by the Savages, that the whole boat appears as one continu'd bark. They are trimm'd and strengthen'd with wicker Wreaths, and ribs of cedar-Wood, which are almost as light as Cork; the wreaths are as thick as a Crown-piece; but the bark has the thickness of two crowns, and the Ribs are as thick as three. On the two sides of the Boat, there runs from one end to the other, two principal Head-bars, in which the ends of the ribs are inchas'd, and in which the Spars are made fast, that run across the Boat and keep it compact. These Boats have twenty Inches in depth, that is, from the upper edge to the Platform of the Ribs; their length extends to twenty eight Foot and the width at the middle Rib is computed to be four Foot and half. They are very convenient upon the account of their extream lightness, and the drawing of very little water; but at the same

time their brittle and tender Fabrick, is an argument of an equivalent inconveniency; for if they do but touch or grate upon Stone or sand, the cracks of the Bark fly open, upon which the Water gets in, and spoils the Provisions and Merchandise: Every day there is some new chink or seam to be gumm'd over. At night they are always unloaded, and carried on shoar where they are made fast with Pegs, lest the Wind should blow 'em away: For they are so light, that two men carry 'em upon their Shoulders with ease. This conveniency of lightness and ease carriage, renders 'em very serviceable in the Rivers of Canada, which are full of Cataracts, water-falls, and currents: For in these Rivers we are oblig'd either to transport 'em over-land where such obstructions happen, or else to tow 'em along where the Current is not over-rapid, and the shoar is accessible. These boats are of no use for the Navigation of Lakes; for the Waves would swallow 'em up, if they could not reach the shoar when a wind arises. 'Tis true, the inhabitants venture in 'em for four or five Leagues, from one Island to another; but then 'tis always in calm Weather, and nothing is made use of but Oars; for besides the risque of being overset, the goods are in danger of being dammag'd by the water, especially the furs which are the most valuable part of the Cargoe. When the season serves, they carry little sails; but if the wind be but a little brisk tho' they run right afore it 'tis impossible to make any use of it without running the risque of ship-wrack. If their course lies directly South, they cannot put up sail without the wind stands at one of the eight points, between North-west and North-East; and if a wind happens to spring any where else, (unless it comes from the Land which they coast along) they are oblig'd to put in to the shoar with all possible expedition, and unload the boat out of hand, till such time as a calm returns.

As for the working of these boats, the Canow-Men ply sometimes on their Knees, namely, when they run down the small water-falls; sometimes standing, when they stem a current by setting the boat along with poles; and sometimes sitting, *viz.* in smooth and stagnating water. The oars they make use of are made of Maple-wood.

The Blade of the oar is twenty Inches long, six Inches broad, and four Inches thick: The handle is about three foot long, and as big as a pigeons egg. When they have occasion to run up against

rapid currents, they make use of poles made of Pine-wood; and the setting of the boat along with these, is what they call *Piquer de fond.* The Canows have neither stern nor prow, for they run to a point at both ends: Neither have they Keels nails or pegs, in the whole structure. The Steersman, or he who Conns the boat, rows without interruption as well as the rest. The common purchase of such a boat is eighty crowns; but it do's not last above five or six years.

WINTER TRAVEL

From *ibid.,* 45.

Quebec, May 15, 1684

In the winter-time they travel from Quebec to Montreal upon the Ice, the River being then frozen over; and upon that occasion these sledges[10] will run you fifteen Leagues a day. Others have their Sledges drawn by two Mastiff dogs, but then they are longer by the way.

STREETS IN NEW FRANCE

From Canadian Archives, *Collection Moreau St. Mery,* IX, Pt. 1, 20.

Ordonnance

22 juin 1706

Aiant connu en arrivant en cette ville le désordre qui étoit dans les rues, lesquelles sont quasi impracticables dans toutes les saisons non seulement aux gens de pied mais même aux carosses et charrois et ce à cause des bourbiers qui se trouvent dans lesd. rues qui proviennent tant de la mauvaise nature et inégalité du terrain que des immondices que les habitans y jettent journellement et étant aussi persuadé que cela provient de ce que l'on n'a pas donné aux rues la pente qui étoit nécessaire pour l'écoulement des eaux, ne pouvant rien faire de plus utile pour lad. ville que de remédier à tous ces desordres . . . . . .

Fait à Montréal. RAUDOT

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[10] "They make use of a sledge for this purpose, or of what the French here call a cariole, which glides so smoothly, that one horse is enough to draw it at full gallop, which is their ordinary pace. They frequently change horses and have them very cheap."—P. F. X. Charlevoix, *Journal of a voyage to North America,* I, 157.

TRANSPORT FROM QUEBEC TO MONTREAL

From Canadian Archives, *CIIA*, XV, 137.

Oct. 13, 1697

Je ne fais payer que 7ll 10s. par tonneau de fret de Québec à Montréal et les marchands en payent fort souvent douze livres; il n'arrive jamais aucune ocasion de barques ny d'autres batimens qui y monte à vuide, parce qu'ils font leur hyvernment et leur résidence à Québec d'où ils ne partent pas pour y aller qu'ils ne soient entièrement chargez, ce qui arrive toujours parce que le Montréal est obligé de tirer de Québec toutes les choses dont il a bezoin de celles qui viennent de France . . . . . .

CHAMPIGNY

XXXV

INTERNAL TRADE

As in the case of industry, internal trade was governed according to the customs brought over from Europe. Regulations were laid down limiting the trade of foreign merchants, describing the rules for trade with the Indians at Montreal, fixing the price of grain and bread and the closing hours for hotels, and prohibiting the practice of forestalling.

REGULATIONS OF TRADE

From Canadian Archives, *Collection Moreau St. Mery*, VI, 55-58.

21 fevrier, 1683

Extrait des Régistres du Conseil Supérieur de Québec

1.

Que les marchands forains pourront seulement vendre en détail depuis le premier aoust jusqu'au dernier octobre chaque année, après lequel temps ils ne pourront vendre qu'en gros et par pièce entière les marchandises qui leur resteront, à l'exception de la poudre et du plomb qu'ils pourront vendre à la livre; pouront néanmoins les marchands forains qui sont de présent en ce pays continuer de vendre en détail à leur ordinaire jusqu'au premier jour de may prochain, après quoy ils ne le pourront plus que depuis led. jour premier aoust, jusques à la fin du mois d'octobre de chaque année comme dit est, à peine de deux cens livres d'amende dont les deux tiers au domaine de Sa Majeste et l'autre tiers au dénonciateur.

2.

Deffenses sont aussy faites aux dits marchands forains de faire vendre, ny distribuer icy aucunes manufactures de chemises, capotes, couvertes, lapabords et justaucorps dont les petits profits tourneront à l'avantage de l'habitant, sous les mêmes peines.

3.

Pareilles défenses sont aussy faites aux dits forains de monter aux Trois Rivières, Montréal et autres lieux d'en haut le fleuve pour y vendre ou faire vendre aux françois et sauvages directement ny indirectement, aucunes marchandises en gros ny en détail, ny aussy y estre présens depuis le premier juin jusques au dernier d'octobre sous les mêmes peines.

4.

Défenses à tous habitants de prester leurs noms aux dits forains à peine de déchoir de leurs privilèges et de pareille amende applicable comme dessus.

5.

Qu'il sera fait dans quinzaine par les marchands habitans en cette ville un projet de tarif pour le règlement de la traite avec les sauvages, lesquels marchands habitans s'assembleront à cet effet au logis du Sr. de la Chenaye Aubert, pour être ledit tarif raporté, examiné et arresté en cette dite cour affin d'estre suivy et executé.

6.

Défenses sont aussy faites à tous ceux qui ont des habitations audessus de la ville de Montréal et autres lieux d'empêcher directement ny indirectement les sauvages de descendre aux lieux de foire, ny de les arrester en remontant sous quelque prétexte que ce soit.

7.

Lorsque les sauvages seront à Montréal pour leur commerce, deffenses sont faites de les pousser et attirer dans les rues, au sortir de leurs canots ou cabanes, ny autrement pour les exciter à aller traitter dans certaines boutiques plustost qu'en d'autres, mais au contraire ils seront laissez en grande liberté d'aller faire leurs eschanges à qui et chez qui ils voudronte et ce sous les peines susdites.

8.

Pareilles deffenses sont faittes à touttes personnes de porter de jour ny de nuit aucunes marchandises dans les cabannes des sauvages pendant leur séjour au dit Montréal et autres lieux de la traitte à peine de pareille amende.

9.

Aucunes personne n'ayant famille, excepté les enfants du pays ne pourront traitter avec les sauvages, pour qui que ce soit, non plus qu'à leur proffit à peine de deux cens livres d'amende.

10.

Aucun forain ne pourra prétendre de jouir des privilèges des habitans de ce pays s'il est marié en France, qu'il n'ait amené sa femme et famille, ou qu'il ne soit propriétaire d'une habitation au moins de la valeur de deux mille livres et qu'en l'un et l'autre cas, il n'y ait deux ans qu'il soit résident au pays, ou qu'il n'ait épousé une fille du pays.

MUNICIPAL REGULATIONS AS TO PRICES OF BREAD, ETC.

From *ibid.*, 460-463.

Arrêt du Conseil Supérior de Québek[11]

21 Mars 1689

. . . . . et sur le tout délibéré a ordonné et ordonne que du jour de la publication du présent le pain blanc, bis, blanc et bis, sera vendu et distribué par les boulangers sur le pied de 60 sols le minot de bled et le poids du pain réglé sur ce pied par ledit Lieutenant général à l'exécution de quoi il tiendra la main et fera de fréquentes visites ches lesdit boulangers, lesquels seront tenus à l'ordinaire de marquer sur chaque pain le nombre de livres qu'il pèsera à peine de confiscation et d'amende arbitrale, laissant la liberté auxdits boulangers d'acheter le bled en tous lieux sans aucune exception . . .

Les propriétaires de moulin seront tenus d'y avoir dans le 15 mai prochain pour toute préfixion et délais des brancards et poids pour peser le bled qui y sera porté moudre et la farine qui en sera tirée, à peine de 10ll d'amende. Enjoint aux juges des lieux d'en faire faire si le cas le requiert, aux depens du propriétaire ce qui

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[11] "Arret du conseil superieur de Quebec concernant la police du pain et du pave. 30 janvier 1690. Et sur ce qui le Procureur general du Roi, apres avoir ete sur ce delibere, a ete arrete que le prix du pain sera regle par ledit Lieutenant general sur le pied de 4 livres le minot de bled et permis aux habitans de la campagne d'apporter du pain au marche et de le vendre sur le pied cy dessus en marquant sur chaque pain le nombre de livres qu'il pesera et ainsi qu'il est porte par le reglement du 21 mars de l'annee derniere et autres precedents."—Canadian Archives, *Collection Moreau St. Mery*, VI, 500.

sera payé par préférence à toutes choses et aux meuniers de se servir des brancards et poids et peser lorsqu'ils en seront requis lesquels poids, ensemble la mesure du mouturage seront examinés et rendus justes . . . . . .

Tout le bois de corde qui sera amené en cette ville et qui n'aura 3 pieds 1/2 de longueur entre les coupes pour avoir environ 4 pieds en tout sera confisqué. . . . . .

Défenses sont faites à toutes personnes de bâtir aucunes maisons que l'alignement n'en ait été donné auparavant de commencer à y appliquer les matériaux. Ne pourra le grand Voyer ne donner d'alignemens que justes et raisonnables et ordonne que ce qui est sur les rues, soit marches, perrons et autres choses soit retranché . . . . . .

REGULATION OF PRICES OF GRAIN

From *ibid.*, VIII, Pt. 2, 211-214.

Règlement du Conseil Supérieur de Quebec

30 mars 1701

Il ordonne que celui de 22 9bre 1700 sera exécuté selon sa forme et teneur et pour y parvenir enjoint à tous les habitans de ce pais de mettre incessamment en vente les bleds, bleds d'Inde, et pois qu'ils ont avec défenses de les vendre à plus haut prix que 6ll le minot de bon grain loyal et marchand jusqu'au premier jour de mai prochain, après lequel tems lesdits bleds et autres grains ne pourront être vendus que 5ll le minot jusqu'à la recolte prochaine, fait defenses à toutes personnes de quelque qualité et condition qu'elles puissent être de les vendre à plus haut prix pris dans les logis des vendeurs à peine de 500ll d'amende contre les contrevenans, fait aussi défenses à toutes personnes de cacher les bleds et autres grains à peine de confiscation laquelle sera au profit du dénonciateur et en outre de 400ll d'amende. Ordonne qu'il sera fait visite dans tous les greniers, granges ou autres lieux où les habitans peuvent resserver leurs bleds pour être ceux qui se trouveront au delà de leurs provisions confisqués et distribués aux pauvres si ce cas y écheoit; qu'aussitôt après la publication en cette ville du présent, il sera fait visite dans tous les greniers d'icelle par deux des conseillers audit conseil qui seront nommés à cet effet avec le Procureur Général du Roi qui dresseront leur procès verbal de ce qu'ils auront remarqué et le rapporteront au conseil pour être ordonné sur icelui

ce qu'il appartiendra fait pareillement défenses à tous maitres de barques et autres batimens que ce soit d'embarquer aucuns bleds et autres grains pour porter à Montréal qu'au préalable les particuliers qui voudront les faire charger et envoier n'aient fait leur déclaration au greffe dudit conseil de la quantité des grains qu'ils y voudront envoier, du nombre des personnes pour qui ils seront et des maitres de barques et autres batimens par qui ils les enverront et seront ensuite tenus de prendre permission dudit conseil afin de faire embarquer, s'il est jugé à propos, lesdits grains pour les transporter où il est declaré, sur quoi lesdits maitres de barques ou autres batimens les pourront recevoir avec ladite déclaration et permission qu'ils déposeront, aussitôt après leur arrivée au greffe afin que le Juge puisse tenir la main à la distribution desdits grains aux personnes mentionnées dans les déclarations et non à d'autres de l'exécution de quoi ledit maitre de barque sera aussi tenu de prendre certificat dudit juge et icelui rapporter au greffe du dit conseil pour sa décharge, sous telle peine que de raison. Ordonne qu'il sera fait de semblables déclarations en la juridiction Roiale des Trois Rivières par ceux du Gouvernement desdites Trois Rivières qui en voudront envoier audit Montréal, Lesquels seront tenus de prendre ladite permission du juge, dudit lieu pour être représentée par les maitres de barques, comme dit est à leur arrivée audit Montréal. Ordonne que lesdits bleds d'Inde et pois transportés du Gouvernement de Québec et de celui des Trois Rivières a Montréal ne pourront y être vendus qu'à la mi-mai que 6ll 10s le minot et de ce tems-là jusqu'à la récolte 5ll 10s. Le tout sous les peines de confiscation des grains et de 500ll d'amende, mais que les bleds et grains du cru de Montréal ne pourront être vendus que 6ll le minot comme à Quebec jusqu'au premier jour de mai et ensuite à 5ll jusqu'à la récolte et que les boulangers seroient tenus de cuire pour la ville conformément au précédent règlement du 22 novembre.

REGULATION OF HOTELS

From *ibid.*, IX, Pt. 1, 53.

Ordonnance de M. Raudot

17 aout, 1706

Aiant été informés des désordres qui arrivent tous les jours dans cette ville à cause de la liberté que les cabaretiers et hôtelliers ont

de donner à boire toute la nuit, pour remédier à ces abus, nous ordonnons que tous les cabarets et hôtelleries seront fermés à 9 heures du soir. Défendons aux hôtelleries et cabaretiers de recevoir quelqu'un et de donner à boire chés eux passé lad. heure de 9 heures à peine de 50ll d'amende applicable moitié à l'hôtel Dieu de cette ville et l'autre moitié à l'hôpital général.

Fait à Québek et signé RAUDOT

MARKETING REGULATIONS

From *ibid.*, 201.

Ordonnance de M. Raudot

23, 7bre 1708

Aiant été informés que les habitans des côtes qui viennent apporter leurs denrées en cette ville, au lieu de les apporter dans la place où se tient le marché, les étalent sur la grève ou les vendent dans leurs canots, ce qui cause une grande confusion et beaucoup de désordre dans le débit desd. denrées, et aiant été aussi informés que les hôtelliers et cabaretiers enlèvent toutes lesdites denrées aussitôt qu'elles sont arrivées, ce qui ôte aux autres personnes de cette ville le moien de se pourvoir des choses qui leur sont nécessaires, pour remédier à ces abus, nous ordonnons que toutes les denrées qui seront apportées dans cette ville les jours de mardi et vendredi, jours de marchés seront portées aussitôt dans la place de la basse ville. Défenses à qui que ce soit de rien étaler sur la grève à l'exception de l'anguille, ni de vendre et acheter dans les canots le tout à peine de 10ll d'amende applicable à l'église de la basse ville. Faisons aussi défenses aux hôtelliers et cabaretiers de rien acheter audit marché avant 8 heures du matin aussi à peine de 10ll d'amende applicable comme dessus, et sera la présente ordonnance lue, publiée et affichée aux trois prochains dimanches et jours de marché à ce que personne n'en ignore.

Fait à Québek et signé
RAUDOT

XXXVI

EXTERNAL TRANSPORT

The voyage from France to New France was a long and difficult one. After entering the St. Lawrence the sailing vessels had to proceed with the greatest caution and frequently they were held up for long periods below Quebec by contrary winds. Tacking upstream in a narrow channel was difficult, and a fair wind was a prerequisite to making the port.

NEW FRANCE TO OLD FRANCE

A

From *Lettres de la Mère Marie de L'Incarnation,* II, 223-224. Written 1662.

L'on vient de me donner avis qu'une chaloupe va partir pour aller trouver les vaisseaux du roi qui se sont arrêtés à soixante lieues d'ici, sans qu'on ait jamais pu faire obéir le capitaine, quoiqu'on lui ait commandé de la part du roi de venir à Québec. Il s'excuse sur la saison qu'il dit être trop avancée, aucun navire n'ayant jamais monté si tard jusqu'à Québec, ajoutant que son vaisseau étant de quatre cents tonneaux, il risquerait trop dans le fleuve. Mais la véritable raison est qu'il a peur qu'on ne le châtie de sa mauvaise conduite dans le temps de sa navigation, ayant fort maltraité le gentilhomme que Sa Majesté envoie pour reconnaître le pays comme aussi M. Boucher qui était le porteur des lettres du roi, et enfin tous les passagers qu'il a presque fait périr de faim et de soif, comme en effet il en est mort près de quarante. Il n'avait des vivres que pour deux mois, et il en a été quatre en chemin. Il a aussi errêté au même lieu l'autre vaisseau qui, n'étant qu'une flute, eût pu monter jusqu'ici, et s'en retourner même après la Saint-Martin, d'autres semblables en étant partis plus tard les années dernières.

Québec 6 Novembre 1662.

B

From Canadian Archives, *CIIE,* XIII, 107-108.

Observations que Talon a faites sur la navigation de La Rochelle en Canada[12]

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[12]Quebec, May 15, 1684.—"For their passage commonly lasts for two Months and a half, whereas the homeward bound ships may in 30 or 40 days sailing, easily make the Belle Isle, which is the surest and most usual Land, that a ship makes upon a long Voyage. The reason of this difference, is, that the Winds are Easterly for 100 days of the year, and Westerly for 260."—Lahontan, *New Voyages,* I, 40.

[Quebec] 4 octobre, 1665

Comme la traversée de La Rochelle en Canada est rude et longue, et que dans tout le grand océan il ne s'en fait pas qui ne donne lieu aux vaisseaux blessez ou manquans de victuailles ou d'eau de se radouber, de faire de nouvelles victuailles ou du moins de légader du bois en relaschant en quelques terres ou isles, celle cy seule se faisant sans prendre connoissance de terre qu'après huict cens lieues de trajet, il importe beaucoup de choisir pour cette navigation de forts vaisseaux esquipez de bon nombre de matelots et fournis abondamment de victuailles.

Il importe pareillement beaucoup de partir à bonne heure au moins pour le plus tard au quinziesme d'avril pour profiter des vents de nord et de nord est qui règnent en cette saison plus que tous autres, la pratique de tous les terreneuviens, marque asses l'avantage qu'ils tirent de partir dès la première saison, et quoyque quelquefois les glaces facent de grands obstacles à la navigation comme cela arrive rarement et qu'elles sont ordinairement dissipées au quinzième de may. Tous ces capitaines de vaisseaux et les premiers pilotes de ce pays, concluent à la navigation d'avril pour faire le retour à bonne heure et prévenir les vens orageux qui précédent l'hiver.

Il m'a souvent paru qu'il est très util pour ne pas dire absolument nécessaire de donner deux chaloupes à chaque navire dont l'une soit plus grande que l'autre, plusieurs raisons appuyent cette nécessité, mais une seule et principale est que dans le fleuve Saint Laurent où il faut que ce petit bâtiment agisse incessamment soit pour faire du bois, soit pour le garder ou pour sonder à l'aproche des terres et aux mouillages, les vens de terre sont si fréquens et soufflent par surprise avec tant de violence qu'une chaloupe n'y peut estre en seureté et celle du Saint Sébastien s'est trouvée une fois coulée à fond et ne fut sauvée que par l'amarre qui l'attachait à la proue du vaisseau, il est tousjours bon d'en avoir une sur le pont tandis que l'autre est à la mer.

De bons cables et plusieurs grelins à cause de la profondeur de la rivière de Saint Laurens.

Trois ancres proportionnées à la grandeur du vaisseau, et deux autres, une de troue et une petite qui demeure sur le pont.

Deux jeux de voiles et de bons agrez.

Après avoir parlé de ce qu'il faut pour le bon équipage observer

pour la route qu'allant de l'est à l'ouest en partant par le quarante sixième degré et deux tiers, il est beaucoup meilleur de fréquenter le nord que le sud, tant pour profiter des vents qui soufflent plus de cette partie que d'ailleurs que pour éviter les corsaires et leur route, les chaleurs et les calmes du sud . . . . . .

DEMAND FOR TRAINED PILOTS

From Canadian Archives, *CIIA*, VIII, 367.

Mémoire à Mons. Seignelay sur l'Etablissement du commerce en Canada présenté par les Srs Chalons et Riverin

sans lieu ni date

En effet, comment entreprendre des voyages de long cours aux Isles, à Cayene, en Europe à la Baye d'Hudson et ailleurs sans pilotes et sans matelots et comment penser à faire construire des vaisseaux et des barques pour le transport des denrées on n'a pas des gens capables de les conduire ; en vérité, il y a si lieu de s'étonner qu'un pays qui peut devenir aussy considérable que le Canada demeure dans l'estat qu'il est depuis si longtemps faute de maistres pour instruire la jeunesse.

XXXVII

EXTERNAL TRADE

The severe fluctuations of the fur trade were responsible for various attempts to develop a trade in other commodities. Suggestions and experiments were made in favour of a three-cornered trade in which vessels left Quebec about the first of November with flour and other commodities, probably stopped at Plaisance or Cape Breton to trade part of the flour for fish, proceeded to the West Indies, arriving about the end of December, traded flour, fish, and planks for sugar, leaving about the end of February, and arriving in France during the latter part of April in time to pick up a cargo for Canada. In addition to the three-cornered trade, a direct trade developed between the West Indies and Canada, and between France and New France. The fur trade required a heavy one-way cargo and an immediate return to France. Trade in flour to the West Indies was handicapped by fraud. As to the trade from France, complaints were in evidence of the high insurance and freight, and the prices charged by the merchants of La Rochelle.

TRADE WITH THE WEST INDIES

From Canadian Archives, *CIIA,* III, 151-161.

Mémoire touchant le commerce de Canada aux Isles Antilles françaises de l'Amérique

Joint à la lettre de M. Pelliassier du 15 decembre 1670

Les saisons et les temps estans une des principalles choses pour le commerce, il est premièrement à observer que dans les dites Isles il n'y a point de seureté pour les vaisseaux dans les rades, que jusqu'au quinziesme ou au plus tard à la fin de juillet, après lequel il se faut mettre en assurance et aller hyverner ou dans le cul de sac de la Martinique, ou à la Grenade ou aux Saintes près la Guadeloupe, les vaisseaux ne pouvant estre ailleurs seurement contre les risques des houragans qui durent pendant les lunes de juillet, aoust et septembre, lesquelles ne finissent ordinairement que vers le 15 octobre.

D'ailleurs il y a dans les Isles le temps que les cannes de sucres viennent en flèches qui commence et dure pendant les lunes d'octobre, novembre et décembre, dans cet intervalle la plupart des sucreries cessent, il n'y a que très peu de sucre et ordinairement l'on ne se prépare d'en faire que vers la feste des Roys.

Quant aux saisons du Canada suivant le rapport qui en a esté fait les froidz et glace y commancent à la feste de la Toussaint et au plûtard à la S^{t} Martin, en sorte que l'on ne peut sortir de la Rivière, qui demeure bouchée par lesd. glaces, jusqu'à la fin d'avril.

Cella estant, il semble que le temps le plus propre pour led. commerce est de faire partir les vaisseaux de Canada vers le premier ou au plûtard au 11 novembre si faire se peut pour arriver aux Isles à la fin de décembre ou au commencement de janvier où les cannes de sucre sortent de flèches et où l'on peut espérer d'en charger plûtost.

Comm'aussy à l'effect de mieux connoistre dans laquelle des isles les marchandises de Canada seront les mieux et plus promptement vendues, il est à propos de donner ordre aux capitaines de venir reconnoistre la Martinique qui est la première au dessus du vent où l'on prend langue, de la nécessité et du besoing où sont les autres, avec la connaissance aussy du prix courant que vallent ailleurs les marchandises.

Arrivant donc aux Isles vers la fin de décembre ou le commencement de janvier, les vaisseaux y resteront ordinairement six semaines et au plûtard en pouront partir à la fin de février, pour leur retour en France, Pour lequel dilligenter il sera bon que les d. capitaines ayant permission de prendre à fret les sucres et autres marchandises du creu des Isles pour tels ports de mer de la Rochelle, Bourdeaux ou Nantes, Dunkerque, Le Havre, Honfleur ou Dieppe que l'on pourra trouver du fret, supposé qu'ils ne puissent rapporter leur charge entière par le provenu de leurs cargaisons.

Car prétendre de ne vendre qu'au comptant, et de vouloir remporter tout le produit de ses marchandises, cella ne se peut pas facillement à moins d'attendre trop longtemps, dont les frais consomment le bénéfice et la longueur romp les mesures où l'on est obligé et renfermé par la nécessité et l'obstacle des saisons.

Dans le dessein de continuer à l'avenir ce commerce, il faut que le fonds des marchandises laissées la précédente année serve à tenir les sucres prest pour la suivante et contribue par ce moyen à l'expédition et dilligence du retour des vaisseaux.

Par toutes sortes de considérations lorsque l'on a confiance, à un Capne il n'est pas besoing de le gesner en luy destinant précisément son retour en un port de mer de France pour lequel souvent il est obligé de rester trop longtemps, de sorte qu'après luy en avoir indiqué un, il est bon de luy laisser la liberté d'en disposer ailleurs selon l'occasion et le temps qu'il jugera à propos, veu particulièrement qu'aux Isles il sçaura mieux en quel port de mer de France la vente des sucres sera plus avantageuse.

Le fret des Isles en France est communément à raison de xll pour les ports de mer de la Rochelle, Bourdeaux et Nantes, et de xiill pour livre pour Dunkerque, le Havre, Honfleur et Dieppe; Il augmente quelque fois par la rareté des vaisseaux en charge aux Isles, sur quoy il convient encor de laisser aux capitaines le pouvoir de le donner à un denier meilleur marché que les autres ne font affin d'expédier plûtost lesd.—vaisseaux partans des Isles, à la fin de février. Il ne leur faut pas plus de six semaines pour arriver en France. Si bien qu'y étans au 15e ou à la fin d'avril au plûtard, ils auront les deux mois de May et de juin à la décharge et radoub de leur vaisseau et reprendre des marchandises pour retourner en Canada où ils pouront arriver encor assez à temps pour leur décharge et recharge affin de recommencer leur premier circuit, à

quoy il y a du temps suffisamment, Néanmoins il n'y en a point à perdre à cause des saisons à ménager.

Ce n'est pas que si on vouloit avancer et gagner près de deux mois de temps selon l'occurence des vaisseaux qui seroient en Canada, on pouroit les en faire partir vers le dernier aoust pour arriver aux Isles le 15e octobre, à la fin des houragans, où pour l'ordinaire il y a necessité de vivres à cause de quoy on nomme ce temps l'arrière saison où néanmoins il y a encor quelques sucres de reste, à pouvoir charger à partir des Isles à la fin de novembre pour arriver au 15 janvier en France et de là reprendre la suitte comme il est dit cy-devant. Mais il semble que ce temps ne se rapporteroit pas à la pesche des molues à debiter aux Isles, autrement ce seroit la meilleure saison.

L'on n'estime pas aussy qu'il fut expédient ni mesme assez possible de faire partir les vaisseaux de Canada au premier may pour estre au 15e juin aux Isles, où ils n'auroient guère plus d'un mois à y rester, sans estre obligez d'aller au d. cul de sac pendant les d. houragans où il y a bien de la peine et du temps à charger des sucres. De plus ils n'arriveroient en France que vers le 15 ou la fin de septembre, où ils demeureroient trop longtemps pour leur retour en Canada.

Après avoir ainsy examiné les saisons, il convient de voir la qualité et quantité des marchandises qui se peuvent apporter de Canada, qui soient propres pour le débit et la consommation dans les Isles, car il n'y a pas lieu de penser de faire venir des marchandises de France en Canada pour de là les faire transporter aux Isles; puisqu'il en vient directement de France et qu'il y a trop grand fret à perdre, avec trop de déchet et de coulages, par des doubles embarquemens, ainsy l'on ne présupose ledt commerce que sur les marchandises seulement du creu des pays de Canada.

De tout ce qui vient au Canada, mentionné par le mémoire qu'en a envoyé M. Talon, l'on ne peut faire estat présentement, suivant ce qui en a esté rapporté par les Capitnes et commis venus dans les vaisseaux "la nouvelle France de Québec" commandé par le capne le Jeu et "la Nativité" capne Guion Basset, arrivez aux Isles au présent mois de décembre, que des farines pures de froment, avoyne, pois verts, saumon sallé ou saumure, molue sèche, Planches de sappe, charbon de terre, huille de poisson, et Bières et molue verte en saumure.

Pour un plus grand éclaircissement du commerce desquelles marchandises avec les autres avantages que l'on en poura trouver par le fret des vaisseaux qui seront employez, L'on en a fait un projet qui est cy-joint contenant la cargaison d'un vaisseau sur le pied de cent thonneaux desd. marchandises, Lequel projet est divisé par colonnes, et au bas d'icelluy est le compte par estimation de cette cargaison, ou en mettant le sucre à 7 livres on pressupose qu'en faveur de ce commerce l'on ne payera que les quarante sols de droits d'entrée comme la Compagnie, autrement et si l'on payait les quatre livres d'entrée led. sucre ne reviendroit qu'à cinq livres, avec lequel projet est aussy attaché le compte séparé du fret dud. Vaisseau, et un estat d'où vient que le cent de sucre rendu en France ne doit estre employé que sur le pied de 7 livres monnoye de France tous frais faits et fret payé.

S'il est vray ce que nous ont dit lesd. commis et capitaines de Canada qu'avec le temps l'on y pouroit faire d'aussy bons lardz qu'en France, du mairin pour faire des futailles quelque peu de fer en barre et en Targette, quantité de clouds à lattes, à planches, à essentes, à bariques, et à formes, pour les sucres, Tout cella se vendra bien, avec un peu de madriers des meilleurs bois de Canada.

Par la vente de ces choses aux Isles l'on en peut espérer Sçavoir:

Par chaque baril de lart en saumure 550 livres de sucre 550 livres

Pour le mairin de chaque pièce de douvre propre à faire une pipe qui est le moityé d'un thonneau 1 livre de sucre, Il en faut dans la pipe vingt cinq pour le corps et huit pour les fonds revenant chaque pipe à ..... 33 livres

Pour les bariques et Barils à proportion

Pour le fer en barre à raison de 2 livres sucre la livre cy ..... 2 livres

Pour le fer en targette et en toutes sortes d'autres ouvrages achevez 4 livres sucre pour livre de fer cy ..... 4 livres

Pour les cloudz à latte, idem par livre de fer ..... 4 livres

Pour les cloudz à planches trois livres sucre pour livre de fer cy ..... 3 livres

Pour les cloudz à essentes 5 livres sucre pour livre de fer cy 5

Pour les cloudz à bariques idem ..... 5 livres

Et les cloudz à formes pour les sucres III livres ainsi que des autres plus gros cloudz pour chevrons et oeuvres de batimens cy ..... 3 livres

Pour les madriers environ le double des planches.

Il est bon d'observer pour les huilles et les autres marchandises, soit en saumure, soit autrement, de les faire mettre autant que l'on peut dans des barils et autres moindres petits vaisseaux à proportion parce qu'elles se débittent mieux, et en ce que les habitans des Isles en prennent ainsi de médiocre et ne s'en chargent pas vollontiers de plus grandz qui sont trop forts pour leurs facultez et pour leur consommation.

D'ailleurs la plûpart de ceux qui viennent aux Isles font une faute essentielle qui est de ne point apporter dans leurs vaisseaux les futailles nécessaires avec les cloudz à bariques, cercles et oziers pour remporter les sucres provenans de la vente de leurs marchandises, les d. futailles, cloudz cercle et oziers, estans tellement rares que pour de l'argent on n'en a pas, l'usage ordinaire est de les apporter en paquet qui soient numérotez pour les monter plus facillement en futaille, lorsque l'on est aux Isles.

Enfin pour boniffier led. commerce de Canada, et le facilliter il seroit à propos, pour les retours des sucres en France, que les intéressez dans ce commerce ne payassent pas plus de droit d'entrée que la compagnie, c'est-à-dire lesd. 40s. pour chaque $\frac{0}{0}$. ainsy qu'il se pratique maintenant et qu'ils fussent aussy exempts des 5. pour $\frac{0}{0}$ qui se payent par les marchandz particuliers traffiquans sous les permissions de lad. compagnie.

Il n'est icy fait aucune mention de la correspondance de ce commerce par les retours que l'on ferait directement de ces Isles au pays de Canada parce que les d. Isles ne produisans que des sucres petuns et autres sortes de denrées peu ou point utilles pour la consommation du Canada, ce seroit en vain que l'on entreprendroit d'y envoyer des vaisseaux de ces Isles.

AN EARLY EXPERIMENT WITH WEST INDIES TRADE

From *Lettres de la Mère Marie de L'Incarnation,* II, 466-447. Written 1670.

Pour ce qui est des affaires temporelles, le roi fait ici de grandes dépenses, il a encore envoyé cette année cent cinquante filles et un grand nombre de soldats et d'officiers avec des chevaux, des moutons et des chèvres pour peupler. M. Talon fait exactement garder les ordres du roi. Il a commandé qu'on fasse des chanvres des toiles et des serges; cela a commencé, et grossira peu à peu. Il fait faire une halle à Québec, une brasserie et une tan-

nerie à cause du nombre prodigieux de bêtes qu'il y a en ce pays. Ces manufactures n'étaient point en usage par le passé en Canada, mais si elles réussissent elles diminueront beaucoup les grandes dépenses qu'il faut faire pour faire tout venir de France. L'on presse tant qu'on peut les femmes et les filles d'apprendre à filer. On veut que nous l'apprenions à nos séminaristes, tant francaises que sauvages, et on nous offre de la matière pour cela.

L'on introduit encore un triple commerce en France, aux îles de l'Amérique et à Québec. Trois vaisseaux chargés de planches de pin, de pois et de blé d'Inde vont partir pour aller aux îles; là ils déchargeront leurs marchandises et se chargeront de sucre pour la France, d'où ils rapporteront ici les choses nécessaires pour fournir tout le pays. Et ce triple commerce se fera en un an. L'on fait encore la pêche des morues à cent lieues d'ici, laquelle étant bien entretenue produira des revenus immenses. Voilà pour faire, avec le temps, un grand pays qui enrichira les marchands.
Québec 27 d'août 1670

COMPLAINT AGAINST MERCHANTS OF LA ROCHELLE

From Canadian Archives, *CIIA*, XII, Pt. 1, 22-24.

MRS. FRONTENAC et DE CHAMPIGNY.

A Quebec ce 15 7bre 1692

Monseigneur,

Il est certain que depuis plusieurs années Les Marchands se prévalent des prétextes que la guerre leur donne pour augmenter les prix des Marchandises et que les habitans du pays ont pris de là occasion d'enchérir sur eux et de porter les grains et autres choses nécessaires pour la vie à des prix exorbitans, Ce qui fait qu'jl n'y a presque plus personne icy qui puisse subsister. La pluspart des denrées ayant augmenté de plus de la moitié.

Il est vray que la première cause de l'augmentation de la Vente des Marchandises en ce pays provient des Marchands de La Rochelle qui en ont augmenté non seulement le prix, mais encore les assurances qui sont présentement de 20 pourcent nonobstant les convoys que Sa Majesté accorde tous les ans, Et le fret qu'jls ont fait payer cette annee jusqu'à 120 livres le tonneau qui autrefois ne valloit couramment que 50 livres sous prétexte qu'jls ont donné un quart de leurs Vaisseaux au Roy, dont l'jntention n'a jamais pu estre

qu'jls s'en dédommageassent sur les habitans du pays qui feroient venir des Marchandises, et moins encore qu'jls y profitassent comme jls font puisqu'au lieu d'un quart qu'jls donnent au Roy, ils ont plus de la moitié de fret au delà de ce qu'jls avoient de L'ordre., C'est pour quoy nous vous supplions d'aporter du remède à cet abus qui se commet à La Rochelle affin qu'jl ne continue pas à l'avenir.

Nous prendrons occasion de là, de vous en représenter un autre sur lequel on a déjà escrit, il y a longtemps, qui est que les mesmes Marchands de La Rochelle obligent tous ceux qui chargent dans leurs Vaisseaux de leur payer le fret par avance, Ce qui ne se pratique dans aucuns lieux du monde, Et qui est fort onéreux pour les gens qui sont en Cannada par les raisons qu'jl n'est pas nécessaire d'expliquer par ce qu'elles se comprennent aisément.

Nous croyons que ces abus ne se continueroient pas si on voulait bien qu'on excitast les Marchands de St Malo, et des autres Villes, de venir commercer en ce pays, et qu'on leur ostast l'apréhension qu'on leur a pu donner de les en vouloir empescher, et de ne le permettre qu'aux seuls Marchands de la Rochelle . . . . . .

THE VALUE OF WHEAT

From Canadian Archives, *CIIA,* XXII, 164-166.

Nov. 8, 1704, Quebec

Produit de ce qu'un minot de bled pris à Québec pour le commerce peut rendre à son retour en Canada

Un minot de bled sur le pied de 2ll le minot pris à Québec dans les années d'abondance vaudra à Plaisance en farine ou biscuit 4ll de poisson, qui sera vendu en France 8ll desquelles 8ll on acheptera des marchandises propres pour ce pais où elles vaudront 12ll qui seront la valeur du retour du produit d'un minot de bled pris à Quebec sur le pied de 2ll le minot.

Quand il y auroit les deux tiers pour les frais, il resteroit encor cent pour cent de profitt, sans compter la valeur du débit de la consommation que cela donneroit, d'autant plus que les ouvriers et mathelots à qui ces deux tiers de frais peuvent revenir serviroient en party à la subsistance de leur famille, et formeroit des mathelots en ce pays ce qui prouve l'avantage évident que la colonie en peut retirer . . . . . .

Il est aisé de juger du fait proposé par la démonstration cy-dessus, des avantages que la nouvelle France retireroit sy on luy procuroit un peu de secour pour faire son commerce par mer, plus tost que celuy qui s'est toujours fait dans les bois au sujet des pelleteries, lequel n'a jamais rien eu de stable, ce qui cause auiourd'huy la ruine du Canada en ce que les habitants ne se sont jamais apliqués à autre chose, dont jls se trouvent présentement déchus par le peu de valeur de leurs pelleteries, qu'au lieu que par la diversité des commerces qui se peuvent faire par mer, il y auroit de la ressource puisque sy quelqu'un venoit à manquer, l'autre dédommageroit et empecheroit une ruine générale comme celuy des pelleteries, qui prouve aujourd'huy le fet dont jl s'agist.

DUPLESSIS

DEMAND FOR SALT

From Canadian Archives, *CIIG*, III, 27.

To Pontchartrain. 1705

Les Sieurs de Vaudreuil, Raudot et de Beauharnois croient, Monseigneur, ne pourvoir assez vous représenter le besoin que l'habitant a de sel dans ce pais, ne vivant pendant tout l'hyver, qui dure sept mois entiers, que de viande et de poisson salé, il faut aussi y saller les herbes et le beurre, Toutes ces salaisons, consomment en ce pais sept à huit mille minots de sel, et cette année il n'en est pas arrivé ici plus de deux mille minots, aussi l'habitant y souffre beaucoup et toute la pesche d'anguille a été perdue pour eux.

HIGH PRICE OF SALT

From *ibid.*, 330.

Lettre commune écrite à Monseigneur le Cte de Pontchartrain par Messieurs de Vaudreuil et Raudot

Le 9bre 1707 à Québek

Les Sieurs de Vaudreuil, et Raudot auront l'honneur de vous marquer que le sel qui vient en ce pais ne peut pas payer son fret et que si l'on vouloit le luy faire payer il faudroit le vendre 10 à 12ll le minot, ce qui ne se peut faire accause de la pauvretté des habitans lesquels, Monseigneur, estans autrefois accoutumez à l'avoir à 30s et dans le tems qu'ils estoient plus riches pouvoient ruiner pour un si gros prix, on ne peut vendre ce sel que 3ll le minot.

Le sel qui s'embarque à la Rochelle ne rend pas plus de la moitié icy accause du coulage qui se trouve sur cette marchandise qui est très facille à fondre outre que même tout le sel qui arrive icy n'est pas un argent comptant, ne se debitant que peu à peu et à mesure que l'habitant en a besoin, si l'on n'a de cette marchandise toujours pour deux ans, il est arrivé des inconveniens terribles puisque tout le peuple de ce pais ne vit que de lard sallé et d'anguille sallée.

DIRECT TRADE WITH WEST INDIES

From Canadian Archives, *CIIA,* XXVIII, 259-260.

A Quebec le 25 août 1708

. . . . . Le commerce des isles s'établira peu à peu en ce pais, l'*Affriquain* y passe cette année, il emportera peu de farine n'en ayant point trouvé de faite attendu que la récolte de l'année dernière s'est trouvée peu abondante, il chargera quelques planches, de l'huille, un peu de beurre et de suif.

La frégatte la *Biche,* armée par des particuliers de la Havanne, d'environ 60 à 80 tonneaux, est arrivée icy cet été, elle a aporté environ mil minots de sel des isles, quelque castonades et environ 1200 piastres, elle a fait sa cargaison de barils de farine fine, de saumon beuré, anguille et morue sèche, et fait son retour dans le port dont elle étoit partie . . . . . .

RAUDOT

FRAUD IN TRADE IN FLOUR TO WEST INDIES

From Canadian Archives, *Collection Moreau St. Mery,* IX, Pt. 1, 269.

Ordonnance

Quebek 19 Juillet 1710

Aiant été informés par les capitaines des batimens qui sont venus ici cette année des Isles de l'Amérique que les commercans de ce pais ne sont pas fidèles dans les farines qu'ils envoient dans ces endroits, soit parce qu'ils ne font pas lesdites farines de bonne qualité n'y devant mettre que les fines fleurs, ou parce que ce qui est honteux à dire pour les gens de ce pais, ils mettent, dans le milieu des quarts, de grosses farines, n'y en aiant de fines que dans les deux extrémités, ce que l'on peut qualifier d'une friponnerie manifeste; pour prevenir cet abus qui empêcheroit l'établissement d'un commerce qui seroit très avantageux pour cette colonie avec lesdites Isles et afin de connoître les personnes qui auront fourni

les farines, nous faisons défenses à qui que ce soit d'embarquer aucuns quarts de farine qui ne soient marqués de nom de celui qui les aura fournis à peine de confiscation desdits quarts de farine qui ne se trouveront point marqués et de 100ll d'amende contre celui qui les aura vendus. Enjoignons aux gardes de la ferme du domaine d'Occident de n'en laisser passer aucun qui ne porte sa marque. Permettons à ceux à qui on les enverra aux Isles, lorsqu'ils ne trouveront pas lesdites farines de la qualité requise ou qu'il y aura de mauvaises farines mêlées avec les bonnes, d'appeller le juge des lieux pour en dresser son procès verbal pour ensuite leur être donné leur recours contre celui qui les leur aura vendues pour raison de quoi ils se pourvoiront pardevant nous.

signé RAUDOT

EXPORT OF FLOUR FROM CANADA

From Canadian Archives, *CIIA*, XXXI, 201-202.

Commerce des farines du Canada

Estat de la colonie au mois de Novembre 1710 . . . . . Il y en est sorty du Canada de la récolte de 1709, 7637 quint'x de farine, tant pour les isles de l'Amérique que pour Plaisance et L'Acadie, Il y en est sorty aussy 1775 quint'x de biscuit et 3250 q'x de pois outre le beure, fromage, morue seiche et d'autres rafraischissemens.

Il en reste le pays 5000 quarts de farine qui n'ont pu estre transportés ailleurs faute de vaisseaux.

Ce commerce fait un grand bien aux habitans du Canada parceque la vente de ces denrées leur fournit le moyen de ce pourvoir de leur autres besoins . . . . . .

non signé sans lieu ni date

XXXVIII.

PUBLIC FINANCE

The colony was required to support the church by the payment of tithes, and to pay taxes to the state or more directly to the farmers general. The tithes were reduced and adjusted to the capacity of the colony. The taxes were collected in the period prior to 1663 by the Company of New France, and after 1645 the Company of the Habitans. The Company of West Indies acquired the right to a quantity of beaver and to a tenth

of the moose in 1666. In addition, a tax of 10 per cent. was levied on merchandise. The latter was abolished in 1670 in favour of a higher tax on tobacco and spirits. The fur trade was directly and indirectly the important source of revenue. The fluctuations of that trade and the steadily declining price of beaver toward the end of the century necessitated a rearrangement of the taxes. In 1703 taxes were accordingly imposed on various enumerated articles. Dependence on the fur trade was responsible for the difficulties which prevailed in the colony to 1713. The general policy involved taxation of the staple product and the encouragement of trade between the colonies, for example the West Indies and New France.

TITHES

TEMPORARY REDUCTION OF TITHES

From *Mandements*, I, 47.

Quebec, Nov. 6, 1663

To all the inhabitants of Quebec.

We declare that, having been obliged for the welfare and advancement of Christianity, to order that tithes should be raised, at the rate of one-thirteenth; having regard, nevertheless, to the present state of the country, we have deemed it proper to concede to you, and, by these presents we do concede to you, that, for six years, they shall be paid only at the rate of one-twentieth. We declare, furthermore, that, in order to contribute to the necessities of your church, we give the tithes for the present year, 1663, excepting those of the cote of Lauson and of the point of the Island of Orleans, which will be employed in building the parish churches in the said places.

FURTHER REDUCTION OF TITHES

From *ibid.*, 160.

Declaration respecting Tithes.

Quebec, February 1, 1664

Francois, &c. To all the inhabitants, Greeting.

Having had registered in the office of the clerk of the Sovereign Council the establishment of the tithe, in consequence of the decree of His Majesty of April 1663, by which it was fixed at one-thirteenth; and having declared, in view of the state of the country, that, during the first six years, it would be raised only at the rate of one in twenty, with the intention of continuing it as long as would be necessary; nevertheless, a difficulty was still made about paying

it;. We, desiring to show our affection for the inhabitants, offered, not being yet satisfied to consent willingly to give them until the return of the vessels of 1665, to represent to His Majesty the reasons for their difficulties, during which time we have resolved to assist them gratuitously according to our power and convenience, as we have done heretofore. And, in the meantime, we admonish and exhort the inhabitants to commence building churches and presbyteries, in order that the priests may, as soon as possible, reside in the districts, suitable to their condition, and by this means serve the parishes

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REGULATIONS OF TITHES

Ordonnance du 24 Septembre 1667

pour la levée des dixmes et entretien des cures en Canada. Nous, en vertu du pouvoir à nous donné par Sa Majesté, AVONS ordonné et ordonnons que les dixmes de quelque nature qu'elles puissent estre, tant de ce qui nait en Canada par le travail des hommes que de ce que la terre produit d'elle mesme, se lèveront au profit des Ecclésiastiques qui déserviront les cures sur le pied de la vingt-sixiesme portion par provision et pour le temps présent, sans préjudice à l'Edit mentionné, ny aux temps futurs ausquels l'estat du pais pourra souffrir sans peine une plus forte imposition, pareille mesme si le besoing de l'Eglise le requiert à celle que reçoivent les fidelles chrestiens de l'ancienne France dans l'étendue de la vicomté de Paris, suivie en ses coutumes dans la Nouvelle, avec cette condition néantmoins que cette imposition plus forte ne pourra se faire qu'après vingt années expirées quelque augmentation et accroissement que reçoive le Canada, si ce n'est de l'autorité du Roy, ou du commun consentement des peuples dud. pais. Et attendu la disposition des habitations plantées sur une mesme ligne sans forme de communauté, ce qui feroit qu'en la perception du droit des dixmes, le coust l'emporteroit sur le fruit, s'il n'y étoit par nous pourveu. Que lesd. dixmes seront payées par les propriétaires des terres ou leurs fermiers conformément à l'estimation qui sera faite des fruits pendans, en racine et estant sur le pied, dix jours avant la récolte ou environ, par deux personnes à ce commises de main commune après avoir presté serment de garder le droit des parties, sans procéder à une nouvelle estimation si dans led. temps la récolte souffroit une nouvelle diminution par accident de feu, gresle,

pluye, ou autres disgraces ou inclémences du Ciel et que chaque habitant pour faciliter la perception de ce droit de soy, trop difficile à assembler, remettra en grain et non en gerbe ce qu'il devra au lieu de la demeure principale du curé ou prestre desservant la Cure, si mieux n'ayment les habitans le porter au moulin du quartier où il sera reçeu par la personne y commise de la part du prestre desservant la Cure. Qu'en faveur des nouveaux colons auxquels de nouvelles concessions seront données, les terres par eux mises en culture ne payeront aucunes dîxmes durant les 5 premières annees qu'elles porteront fruits afin de leur donner moyen de s'appliquer fortement à faire valloir les lieux couverts de bois. Qu'encore que ce droit soit étably, le clergé de Canada ne sera pas pour ce obligé de mettre des cures fixes dans chaque quartier, mais seulement faire desservir les Eglises par voye de mission, par provision et en attendant que par la diligence des habitans du pais il soit suffisamment pourveu au logement des Curés et que la levée des dixmes soit suffisante à l'entre-tenement desd curés, à moins qu'il plust au Roy ou à la Compagnie des Indes occidentales de pourvoir à la fondation des cures, subsistance et entre-tenement des curés, la nomination ausd. cures estant pour ce réservée par Sa Majesté à lad. Compagnie des Indes occidentalles. Mandons à tous juges et autres officiers qu'il appartiendra de tenir la main chacun en droit de soy à l'exécution de la Présente ordonnance qui sera leue, publiée et affichée partout où besoin est, à ce qu'aucun n'en prétende cause d'ignorance et enregistrée aux greffes du Conseil souverain de Canada et de toutes les jurisdictions du pais.
Fait à Quebec, le 24 septembre, 1667.

General Taxation

Tax[13] Paid by Fur Trading Companies

From Canadian Archives, *CIIA,* I, 529-530. Dated 1660.

Veu l'explication qu'a requis le sieur Denis procureur de Messieurs de la Compagnie, sur L'article portant que le sieur Rozée et Compagnie s'obligent de payer annuellement à la communauté cinquante mil livres, sçavoir moitié en France en argent, et moitié à Québecq en marchandises au prix cy dessus, pourquoy la com-

[13]See G. Lanctot, *Les premiers budgets de la Nouvelle France* (Canadian Historical Association Report, 1928, 27-33).

munauté cedde le droit du quart des pelleteries qu'elle avoit accoutumé de recevoir, pour fournir aux charges et dépenses du pais, le conseil auroit fait apeller le sieur Charles Aubert de la Chesnaye, procureur des dits sieurs Rozée et compagnie, pour savoir s'il ne veut pas payer en castor et satisfaire aux billets qui luy seront présentez par l'ordre du Conseil, jusqu'à la concurrence de la d. moytié qui se doit payer à Québecq, A quoy le d. Charles Aubert de la Chesnaye auroit fait réponse, qu'il estoit prest de faire payer la moitié des cinquante mil livres en argent en France, et que pour l'autre moitié que les d. sieurs Rozée et compagnie doivent payer à Quebecq, il s'obligeroit d'acquitter les billets qui luy seront addressez par L'ordre du Conseil en Castor, marchandises ou tel autre accommodement que requèreront les porteurs des d. billets du Conseil, jusques à la concurrence des vingt cinq mil livres qui se doivent payer à Québec, sans desroger en aucune autre façon au second article du d. traitté, portant que tous les castors, et orignaux, seront mis entre ses mains pour France, Et escrit à l'original aprèz lecture moy soussigné consens à l'éxecution de l'article cy dessus aux termes qu'il y est exprimé.

A Quebecq le quatorziesme Juin mil six cent soixante.

Signé,

Signé Charles Aubert et Audouart Secrétaire avec paraphe, et fait au dit Conseil à Québecq le quatorziesme jour de Juin mdc soixante.

Extrait des regeres du Conseil estably par le Roy par arrest du Conseil d'Estat du 27 vingt sept Mars mdc quarante sept, par moy conseiller secrétaire de sa Majesté et greffier en chef du Conseil souverain de la Nouvelle France, à Quebec.

Soussigné, Peuvret

Items of Expenditure

From Canadian Archives, *CIIA*, III, 16.

Employment of the funds sent from the Royal Treasury for the 4 years 1665-8

There was sent out during these years the sum of	177.500
To this must be added one third on account of the appreciation of the currency.	25,833.68
	1103,333.68

1665.	
Freight and transportation to outposts of victuals &c for the troops	6,000
For the construction of the 5 advance forts Richelieu, St. Louis, Ste. Therese, St. Jean and Ste. Anne (the last 2 were built in following year)	15,000
For 152 bateau to convey troops to their quarters, and to carry them to the Iroquois country,	7,600
1666.	
For snow shoes, moccassins &c	4,500
For expedition against Iroquois (1666)	3,000
For freight for victuals &c for troops in the outposts	7,500
For 2 cannon left in Iroquois country, which could not be removed.	800
1667.	
For freight (see same for 1666)	7,500
1668.	
For freight (see same for 1666)	7,500
To Captain LaMotte as gratification	1,500
To 4 captains, 3 lieutenants, 5 ensigns and some subalterns, who married and settled in Canada.	6,000
To poor girls in Canada	6,000
To Sr. Denis, in consideration of his numerous family.	1,200
To Sir de Tilly for the same consideration	800
For birch bark canoes employed in the service for 4 years	1,500
For unloading and storing of Stores	1,500
For repairs to Chateau and commencement of a powder magazine	1,000
For wages of clerks, and bakers	4,600
	83,500
Augmentation of 1/3	27,833.68
	111,333.68

ARRANGEMENT WITH WEST INDIA COMPANY

From Canadian Archives, *CIIA*, CXXV, Pt. 1, 79-80.

Arrêt du Conseil d'Etat qui maintient la compagnie d'Occident dans la jouissance du quart sur les castors et dixième sur les orignaux

8 avril, 1666

Extrait du régistre des conseil d'estat.

. . . . A maintenu et maintient ladite compagnie des Indes Occidentales en la jouissance du dit droit du quart sur les castors, dixième sur les orignaux et traite de Tadoussac réservée, et ordonne qu'elle en jouira à l'avenir comme de son domaine, et ainsi qu'a fait ladite communauté jusques à présent, à la charge par ladite compagnie de payer et acquitter annuellement les charges ordinaires du pais, sur le pied qu'elles ont esté acquittées par l'ancienne compagnie, et par ladite communauté, laquelle jouira par ce moyen de la liberté entière de la traite, et demeurera quitte et deschargée des dites charges, et de la redevance annuelle du millier de castors qu'elle devoit à la dite compagnie.

Signé
DE LIONNE

DEFRAUDING THE COMPANY

From Canadian Archives, *Collection Moreau St. Mery, IV*, Pt. 1, 167-168. Written 1672.

Requeste

du Sieur Bazire, commis de Messieurs de la compagnie des Indes Occidentales, présentee a Monsieur Talon, Intendant de la Nouvelle France.

.....

Disant que par tollerance on a souffert depuis quelques années aux marchands forains faire la recette des pelleteries en leurs magasins pour leur faciliter mieux le commerce qu'ils font avec les habitans sous la bonne foy qu'ils apporteront au bureau de la compagnie les dittes pelleteries lorsqu'il les voudront charger pour France dans les navires afin de les acquitter des droits accoutumez, ce neanmoins plusieurs desdits marchands et autres se servans de l'occasion de l'embarras ou l'on est au depart desdits navires envoient leurs dittes pelleteries a des habitations eloignées pour les faire embarquer en France

après que les navires ont lever l'ancre de cette rade, pour la facilité des capitaines et officiers desdits navires, mesme en embarquent de cette rade, ce qui est perdre et ruiner la ferme desdits droits et le commerce, pouvant lesdits proprietaires vendre en France lesdites pelleteries a meilleur compte n'en ayant paye les droits que ceux qui sont religieux observateurs de les payer, s'il m'estait par vous pourveu.

.....

TAX ON TOBACCO AND WINES

From Canadian Archives, *Collection Moreau St. Mery*, IV, Pt. 1, 11-12.

Arrêt du conseil souverain de Québek qui ordonne que les droits pour l'acquitement des dettes de la communauté seront levés sur le tabac et les liqueurs.

20 octobre, 1670

Sur ce qui a été représenté au conseil par le sindic des habitans que le droit de dix p % qui se perçoit sur les marchandises qui sont apportées en ce pais pour l'acquit des dettes de la communauté, a jusqu'à présent donné sujet aux marchands de surhausser le véritable prix coûtant de leurs dites marchandises au grand préjudices du public et des particuliers; requérant que pour y remédier il fut ordonné que les dites marchandises sèches soient déchargées à l'avenir du dit 10%, et que les liquides et le tabac soient chargés de quelques droits pour être emploiés à l'acquit des dites dettes, que les marchands seroient tenus de représenter les factures de leurs marchandises signées en France, et qu'il soit fait par chacun au un tarif contenant le prix auquel ils pourroient vendre leurs marchandises en ce pais, qu'ils seroient tenus de suivre exactement sous peine de confiscation de celles qu'ils survendroient et d'amende.

Que le substitut du Procureur Général en ses conclusions, la matière mise en délibération, le conseil a ordonné et ordonne qu'à l'avenir le fonds pour payer les dettes sera pris seulement sur les liqueurs et sur le tabac qui seront apportés en ce pais sçavoir: sur le vin la somme de dix livres par barrique, sur l'eau de vie la somme de 25% aussi par barrique et 5 sols sur chaque livre pesant de tabac; que les marchands forains et domiciliés seront tenus de représenter les fractures de leurs marchandises signées en France sous telle peine qu'il appartiendra, qu'il sera fait un tarif contenant le prix auquel lesdites marchandises pourront être vendues et que pour redimer les

marchands du coulage qu'ils pourront souffrir sur les liqueurs ils seront déchargés de la dixième partie du droit qu'ils devroient payer pour celles qu'ils auroient apportées.

Taxes Collected Through Farmer General

From Canadian Archives, *CIIA*, X, 271-279.

Mémoire sur la ferme générale de Canada

Sans lieu ni date

1 Les droits de la ferme de Canada en général sont 1 le quart de tous les castors qui sortent du pays, 2 le dixième de tous les orignaux aussy sortans du pays, 3 la faculté d'achepter dans le pays vendre et débiter en France à l'exclusion de tous autres tous les d. castors, 4 le dix pour cent qui se lève sur les marchandises qui entrent dans le d. pays et qui y sont sujettes, 5 la faculté de faire seul la traitte des pelleteries avec les sauvages dans les limittes de Tadoussac, 6 la perception du domaine de Sa Majesté.

Quart de Castors

Ce droit se percevoit anciennement en nature lorsque les habitans avoient la liberté de faire passer leurs castors en France pour leur compte particulier, mais depuis l'année 1675 que par le bail d'Oudiète tous les d. castors ont esté remis en ses mains et qu'il n'a esté promis qu'à ses cautions de le faire passer en Europe on a mis en usage de diminuer le quart des prix fixez par Sa Majesté aux d. castors lorsque les particuliers les aportent au bureau de Québec pour les convertir en lettres de change ou de diminuer le quart de la livraison en payant les prix entiers des 3/4 restans.

En sorte que ce droit qui estoit extremement onéreux aux habitans lorsqu'anciennement on le percevoit en nature puisqu'il diminuoit effectivement le quart de leur bien, ne leur porte plus aucun préjudice parceque lorsqu'ils font la traitte des ds. castors avec les sauvages ou qu'ils en font commerce entr'eux ils ne le prennent qu'aux prix fixez par sa Majesté, c'est à dire sur le pied qu'on le reçoit au magasin.

Dixième des Orignaux . . . . .

et ce qu'on appelle une peau d'orignal est un cuir d'Eslan. Il y en a deux sortes de légers et de pezans, les légers sont ceux qui ne pèzent que jusqu'à dix huit livres exclusivement et les pezans

tous ceux qui vont depuis 18ll inclusivement jusques à 25 et 30ll. On perçoit ce droit en cette manière lorsqu'un marchand veut charger des orignaux pour France et les fait porter au bureau, on compte les légers jusques à 9 et la dixième peau est pour le droit, ainsy des pezans.

On observe de ne pas prendre tous pezans pour le droit des légers, comme le proposent souvent les marchands quoyqu'il semble y avoir du proffit, parceque les pezans ne sont pas d'un débit favorable et qu'au contraire les légers sont les plus recherchez.

Comme on ne perçoit proprement ce droit qu'environ le départ du vaisseau, et que le bureau est souvent trop embarassé par les castors, on envoye un garde ŏu commis fidelle prendre le droit chéz le marchand auquel on donne un billet pour embarquer, lequel billet pour empescher la fraude contient le nombre des peaux du d. marchand et est remis au garde qui est à bord du navire sur lequel on doit embarquer. . . .

Dix pour cent

Ce droit se levoit anciennement sur toutes les marchandises qui entroient au pays, mais Messieurs de Tracy, lieutenant général, de Courselles, gouverneur, et Talon, Intendant au d. pays, jugèrent à propos de rejetter ce droit général sur les seuls vins, eaux de vie et tabacs, affin qu'il ne tombât que sur les gens accomodez ou débauchez.

On fixe 25ll par barique d'eau de vie, 10ll par barique de vin et 5s par livre de tabac on le percoit de mesme aujourd'huy si ce n'est que la barique d'eau de vie ne paye 25ll que lorsque le marchand la fait descendre à terre après avoir esté remplie à bord et le vin de meme 10ll au lieu que quand on les met à terre comme elles arrivent on ne les fait payer que 22ll 10s par barique d'eau de vie, et 9ll par barique de vin à cause des coulages, le tabac paye sans remise si ce n'est 8ll pezant par rolle à cause de l'emballage.

Traite de Tadoussac

Les plus anciennes compagnies de Canada qui avoient le pays en propriété s'estoient d'abord réservées toutes les traittes qui s'y faisoient avec les sauvages, mais la colonie estans devenue peu à peu considérable la compagnie de ce temps là abandonna ces traittes aux habitans affin de leur donner moyen de s'establir, et se reserva seulement la traitte qu'on appelle Tadoussac.

La compagnie d'Oudiète qui entra en 1675 a fait cette traitte eu après de la même manière jusques en 1682 qu'elle la sousferma pour la première fois à M. de Titry la Ville lequel la céda à Riverin sur le pied de 18,000ll faisant partie de toute la sousferme de 45,000ll. Le bail d'Oudiète ayant passé à Fauconnet en 1685, le sieur Patu a osté à Riverin la d. sousferme et de luy elle est tenue par arrière ferme à la compagnie du nord establie à Québec au prix de 13500ll au lieu de 18,000ll qu'en donnoit led. Riverin.

Domaine

Il consiste en lodz et ventes, cent ventes et autres droits domainiaux, mais c'est si peu de chose qu'on ne peut l'estimer plus de 500ll.

Fraudes Ordinaires des Castors et Autres Pelleteries

Elles se peuvent faire en trois manières, 1 par les navires qui repassent en France, 2 par les barques chaloupes et canots qui descendent le fleuve pour aller à l'Isle Percée ou autres lieues où on trouve des navires pescheurs, 3 par le transport que les gens du pays en font à la nouvelle Angleterre . . . . . .

Pendant le cours du bail d'Oudiette de 10 années la traitte du castor a augmenté au point où elle est et les interessés se sont trouvés surchargez d'une grande quantité de castor qui leur est tombé pour la plus grande partie en pure perte ayant esté obligez de le vendre pour en estre payé en chapeaux et les envoyer aux Indes Occidentalles.

La vente du castor de là a esté contrariée par deux endroits. L'un parceque les chapeliers au lieu d'employer du pur castor meslent de mauvaises étoffes ce qui discrédite la réputation de la manufacture.

Et l'autre, qui est le plus considérable, parcequ'il est venu beaucoup de castor d'Angleterre revenant à beaucoup meilleur marché que celuy de Canada tant à cause du droit du quart qui se paye en Canada qu'à cause du prix de la ferme sur tout, les castors étrangers ne payant pas de plus grands droits que ceux de Canada . . . . . Il fut rendu pour ces effets un arrest au consl . . le 24 mars 1685 par lequel il doit être levé un escu sur chaque livre de castor en peau et 6ll sur la livre de castor en poil, ce qui n'a pas empesché qu'on en ait fait entrer, particulièrement du castor en poil en payant les dits droits parceque les deux escus ordonnez ne suffisent pas pour l'empescher et qu'il n'y a pas de proportion avec l'écu sur le

castor en peau dont trois envois n'en font qu'un en poil si bien qu'en apportant le castor en poil les étrangers trouvent encor mieux leur compte à l'apporter en France que les fermiers ne peuvent vendre le leur.

L'arrest du dit jour 24 mars 1685 qui a ordonné lad. augmentation de droits n'ayant prononcé aucune peine, le grand proffit a fait hazarder d'en entrer beaucoup en France, les contrevenants en estant quittes pour une légère amende.

C'est pourquoy on estime qu'il y a lieu d'ordonner que le castor en poil payera au moins 9ll pour chacune livre et que ceux qui seront trouvez en fraude payeront 1500ll d'amende pour la p're fois et 3000ll en cas de récidivi.

Non signé

EXEMPTION OF TAXES ON WEST INDIAN TRADE

From Canadian Archives, *Collection Moreau St. Mery,* VI, 313-314.

31 avril 1685

Arrêt pour l'exemption des droitts des marchandises qui seront portées des Isles de l'Amérique en Canada et de Canada dans les Isles

Le Roi voulant procurer par toutes sortes de moiens l'augmentation des colonies établies aux Isles françoises de l'Amérique, et en la Nouvelle France et considérant que le meilleur expédient pour y parvenir est de faciliter le transport des denrées et marchandises qui y croissent en conviant ceux de ses sujets qui y sont établis de s'appliquer à la navigation et au commerce maritime par les avantages qu'ils trouveroient à porter audit pais de la Nouvelle France des eaux de vie de canne, des sucres, tabac, coton, indigo et autres marchandises qui en proviennent et à tirer en échange dudit pais des viandes salées, de la farine, des pois, du poisson et autres denrées propres pour la subsistance des habitans desdites Isles, A quoi voulant pourvoir, Sa Majeste étant en son conseil a ordonné et ordonne que les habitans des Isles de l'Amérique qui porteront des eaux de vie de canne, des sucres, tabac, coton, indigo et autres marchandises provenant du cru des dites Isles en la Nouvelle France demeureront déchargés des droits d'entrée qui se paient à Québek en rapportant un certificat du Gouverneur et Intendant auxdites Isles de la quantité et qualité des espèces qu'ils auront chargées auxdites Isles pour ledit pais. Veut en outre Sa

dite Majesté que toutes les viandes salées, pois, farines, poissons et autres denrées propres pour la subsistance des habitans desdites Isles, ensemble tous les bois qui y seront portés dudit pais de la Nouvelle France soient pareillement exempts de toutes sortes de droits. En conséquence fait Sa Majesté défense au fermier du Domaine d'Occident, ses procureurs ou commis de percevoir aucuns droits sur les dites marchandises à peine d'être contraints à la restitution.

SMUGGLING

From *ibid.*, VIII, Pt. 3, 345-346.

6 may 1702

Ordre du Roy

Pour payer les droits d'entrée et de sortir dus à la Nouvelle France

Sa Majesté étant informée que quelques particuliers, qui font commerce en Canada, font débarquer leurs marchandises sept à huit lieues au-dessous de Québec, d'où ils les font passer dans les différents lieux de la colonie, prétendant par ce moyen se dispenser de payer les droits de ces marchandises, ce qui est contre les intentions de Sa Majesté et causeroit un deffaut de produit à la ferme de la Colonie qui ruineroit la Compagnie qui s'est formée en ce pays pour la soutenir, à quoi étant nécessaire de pourvoir, Sa Majesté a ordonné et ordonne à tous ses sujets, tant de l'Europe que de l'Amerique, qui font commerce en la Nouvelle France, de payer les droits d'entrée et de sortie dus audit pays, leur fait deffenses de débarquer leurs marchandises en y allant audessous de la ville de Québec, a moins d'avoir acquitte auparavant les droits dues dans les bureaux établis dans ladite ville, et en avoir obtenu la permission, à peine de confiscation desdittes marchandises et d'amende. Enjoint Sa Majesté au Sr. Chevalier de Callières, Gouverneur et son Lieutenant Général en la Nouvelle France, au Sr. de Beauharnois, Conseiller en ses Conseils, Intendant de Justice, Police et Finances audit pays et aux officiers du Conseil Supérieur de tenir la main à l'exécution de la présente ordonnance, et de la faire publier et afficher partout où besoin sera, afin que personne n'en prétende cause d'ignorance.

TAX ON OTHER GOODS

From *ibid.*, 397-403.

18 avril 1703

Arrest qui établit de nouveaux droits en Canada en lieu du droit de quart en espèce sur le castor.

Ainsi qu'il est déjà arrivé, on a fixé le prix en France à cinquante sols la livre, afin d'exciter les chapeliers à en faire une plus grande consommation et de faire cesser par la modicité du prix l'employ du poil de lièvre, et d'autres poils de mauvaise qualité à l'usage desquels la chereté du castor avoit donné lieu, que le prix ayant esté modéré en France de dix livres qu'il se vendoit suivant les règlemens du conseil pendant que cette marchandise a esté entre les mains des fermiers à cinquante sols, il a esté nécessaire aussi de régler le prix de l'achat en Canada et que comme il a falu en cela ménager les sauvages et leur donner un prix qui pust les retenir en relation de commerce avec les sujets de Sa Majesté en Canada, et les empescher de porter leurs marchandises aux autres colonies étrangères le prix n'a pas pu estre fixé au dessous de quarante sols la livre. . . .

Il sera surcis à la levée du droit de quart en espèce des castors sortans de Canada pour venir en France et que pour tenir lieu du produit dudit droit de quart il sera levé audit pais de Canada les droits cy après exprimés, sçavoir à l'entrée dudit pays sur chaque barique de vin entrant en Canada cinquante sols par augmentation outre les sept livres dix sols, à quoy a esté évalué le droit de dix pour cent établi par les règlemens du Conseil sur les vins entrant en Canada, lesquelles deux sommes de cinquante sols et de sept livres dix sols jointes ensemble feront celle de dix livres sur chaque barique de vin, cy 10ll

Sur chaque barique d'eau de vie 6ll 5s aussi par augmentation outre et pardessus les 18ll 15s qui ont esté payées jusqu'à présent au moyen de quoy les droits sur les eaux de vie seront de 25ll au lieu de 18ll 15s par chaque barique, cy 25ll

Sur toutes sortes de draps, étoffes, couvertures de laine et autres marchandises de draperie de quelque qualité que ce soit le cent pesant cinquante sols, cy ..... 50 sol

Sur toutes sortes d'étoffes de soye et autres marchandises de mercerie de quelque qualité que ce soit, exceptées celles cy après spécifiées, le cent pesant cinquante sols, cy ..... 50 sol

Sur les quincailleries de toutes sortes le cent pesant vingt cinq sols, cy ..... 25 sol

Sur l'étain ouvrê et non ouvré le cent pesant vingt-cinq sols, cy .... 25 sol

Sur la poudre à tirer le cent pesant quarante sols, cy .... 40 sol

Sur le fer et sur le plomb en grenaille ou autrement, ouvré ou non ouvré, le cent pesant dix sols, cy ..... 10 sol

Sur les poteries et vaisselles de terre la douzaine de pièces cinq sols, cy ..... 5 sol

Sur les marchandises de bonneterie de quelque qualité que ce soit le cent pesant cinquante sols, cy ..... 50 sol

Sur toutes sortes de marchandises d'épicerie, comme sucre, ris, huille, raisins secs, avelines, harangs sorts, sardines, fromages, et autres, le cent pesant cinquante sols, cy ..... 50 sol

Sur les prunes et pruneaux de toutes sortes le cent pesant vingt . . . . . sols, cy ..... 20 sol

Sur chaque barique de vinaigre cinquante sols, cy ..... 50 sol

ET A LA SORTIE DUDIT PAYS:

Sur toutes les menues pelleteries comme loutres, martres, ours, loups cerviers et autres pelleteries de quelque espèce et qualité que ce soit, sortant de Canada, le cent pesant, cinq livres, cy 5 livre

Sur les castors tant gras que secs sortant de Canada le cent pesant vingt sols, cy ..... 20 sols

Signé

PHELYPEAUX

BALANCE SHEET IN 1705

From Canadian Archives, *CIIA,* XXIII, 1-2.

BORDEREAU du produit en déniers et en castors de la ferme du Roi depuis le 1er Janvier jusques au 17e octobre de la présente année 1705.

Droits d'Entrée

		s	d
Pour l'entrée de 19: Cge ½ de vin à 6ll 15s	136:	2:	6
Pour 848: bariques 2/3 de vin à 9ll	7638:	-:	-
Pour 9 bariques et demi eau de vie à 16ll 17s 6d	160:	6:	3
Pour 293: Bariques ¼ et 6 brles eau de vie à 22ll 10s	6604:	2:	6
Pour L'Entrée de 2395ll de tabac à 5s	598:	15:	-
	151371l	6:	3.

DROITS DE SORTIE

Pour 171: peaux et demi d'origx cordse provent du dixième de ceux sortant de ce paiys lesquelles 171: px ½ ont été vendues à raison de 13ll 8s 6d La peau 2312ll 7: 9: Pour 13: Pour 13: peaux passées idem à 4ll 13s 91 ..... 60. 18. 9

2363: 6: 6

Traite de Tadoussac

Pour le tiers du prix de la sous ferme de Tadoussac 4233ll: 6s: 8d à paiyer en deniers comptant par le sous fermier lequel est en procès pour avoir des diminutions cy 4233. 6. 8

Total du produit de la ferme en deniers cy 21733. 19. 5

Sur quoi il est entré pour le Compte du Roi 34: bariques de vin à 9ll 306ll
20: bariques d'Eau de vie à 22ll 10s 450

756. -. -

Reste net 20977. 19. 5
De plus le sous fermier de Tadoussac a livré en castors au Bureau pour les 2/3 de la sous ferme 8466. 13. 4

29444. 12. 9

Surquoi

Il a été tiré lettres de change sur les Commissionnaires à Paris payables en Juin 1706, à compte de la valeur du castor Cy dessus pour paiyer partie de l'Etat des charges de cette année 1705 cy, La somme de 8425ll Plus il doit être paiyé à Compte duy Etat des charges sur les droits d'entrée suivant la destination que m. 8425

L'Intendant en a fait cy .....10000 18425 - -

Reste 11019. 12. 9

Dont à déduire pour le restant des 2/3 de la sous ferme de Tadoussac paiyés en castors Comptes 8466ll 13s 4d duquel restant il n'a point été tiré de Lettres de change Cy 41. 13. 4

Reste net la somme de 10977. 19. 3

Surquoi Il Convient paiyer les frais de régie et les Gratifications annuelles sur les droits d'Entrée à régler par Monsieur L'Intendant de mesme que les garnisons. fait à Québec ce 19 8bre 1705.

DUPLESSIS

LOSSES OF THE *fermier*

From Canadian Archives, *CIIA*, XXXIV, 281.

Recapitulation des estats finaux de chaque année suivant les apostilles du fermier

La Colonie doit sur quelques années:

P're année	73676.16			
Six'e anné	1410.			
Sept'e année	1836.			
9'e d'octobre 1706	17500.			
		13.4	94,423.ll	9. 4.

Surquoy le fermier doit sur d'autres années.

Deux.e année	8180.			
Trois"e année	8321.			
Quat'e année	8005.			
Cinq'e année	7391.	10.3		
			31,898	3. 7
La Colonie doit			62,525.ll	5. 9

Signé

DES ESPOISSES, LEGENDRE, CHOULLE, CALLIER et BEGON

March 15, 1713.

Compte général que la colonie de Canada rend année par année à M. Louis Guigue, fermier général du Domaine d'Occident, de la ferme du pays de Canada et droits en dépendans depuis le premier Octobre 1699, que le Bail qui en fut fait per Guigue à la Colonie a commencé jusques au dernier Décembre 1706 qu'elle a finy moyennant 70000ll par chacun an suivant qu'il est porté par les conventions Juin 3, 1700.

THE FUR TRADE, 1713-1763

With the Treaty of Utrecht, the title to the Hudson Bay region was confirmed to the English, and competition from the north became more serious. Competition from the English colonies on the Atlantic coast also became more effective, due to the efficiency of English industry which produced cheaper manufactured goods, and to the growth of a trading organization. To offset the effects of competition and the decline of the supply of beaver in less remote areas westward expansion from New France continued. But increasing costs of transportation steadily reduced profits, and, toward the end of the period dealt with in this section, a geographical limit in the North-west had been reached. The burden of military campaigns became excessive, and French influence disappeared in the Treaty of Paris of 1763.

The population of New France continued during these years to suffer from the drain of wars, epidemics, and the fur trade. Agriculture was handicapped by the difficulties of clearing new land and of obtaining cheap labour. Mixed farming, which necessitated the raising of cattle, was seriously restricted by lack of markets and scarcity of labour. New France found it nesessary to import foodstuffs at various intervals. Industry developed largely under the encouragement of the mercantile policy, and was consequently exposed to the vagaries of the market for ships and the finances of the home government. In spite of these handicaps transportation both external and internal improved, and diversification of production was gradually established. An export trade, which involved the sale of agricultural products to the West Indies, was slowly being built up. But fur remained an important export staple, and the colony continued to suffer heavy losses from wars, fluctuations of exchange, and the disastrous effects of currency inflation, in all of which the needs of the fur trade played an important part.

THE FUR TRADE 1713 TO 1763

XXXIX

POPULATION[1]

As in the previous half century settlement was handicapped by the withdrawal of men to engage in the fur trade and by numerous wars. Epidemics continued to take a heavy toll.

Tuberculosis

From Canadian Archives, *CIIA,* XLII, 101.

A Quebec le 9bre, 1720

. . . . . Il nous a representé aussy qu'jl y a en ce pais cy un grand nombre de personnes qui sont attaquées de maladie de poitrine et que le remède le plus essentiel pour ces maladies est la laict d'anesse, comme jl n'y a point en cette colonie d'animaux de cette espèce, nous prions le conseil de vouloir bien ordonner qu'jl en soit envoyé l'année prochaine par le Vau du Roy un masle et une femelle.

Vaudreuil, Begon

Loss of Life Through Smallpox

From Canadian Archives, *CIIA,* LX, 38-39.

A Quebec 3bre, 1733

. . . . . .Par le compte que je me suis fait rendre, il est mort dans le Gouvernement de Montréal environ 900 personnes de cette maladie, tant hommes que femmes, filles et enfans; à Québec 278. Je n'ay pu encore avoir le recensement de ceux qui sont morts dans les costes du Gouvernement de Québec et des Trois Rivières, le

[1]See *Census of Canada,* 1871, for population statistics of New France.

[2]14 Octobre, 1733. "La petite vérole qui a affligé ce pais depuis la fin de l'automne 1732 jusqu'aujourd'huy et qui a enlevé près de 2000 personnes à la colonie avait épuisé les ressources des particuliers. La suspension de tous travaux s'est nécessairement ensuivie de la disette, les ouvriers et journaliers de Québec devenoient de jour en jour à charge aux gens aisés et encore plus à nous qu'à tout autre par des importunités trop fréquentes. Beauharnois Hocquart" Canadian Archives, *CIIA,* LIX, 138.

nombre poura bien monter à 5 ou 600 personnes que cette maladie a enlevées à la Colonie. Il est vray que la plus grande partie sont des enfans; mais le nombre des malades a esté si grand, qu'à Québec seul il s'en est trouvé plus de 2000 à la fois tant à l'hôtel Dieu que dans les maisons particulières. C'est à la fin de l'hyver que le mal a esté dans sa force et c'est dans ce temps là mesme où les Pères et les Mères de famille avoient le plus besoin de ressource occupez du soin de leurs femmes et de leurs enfans ou à se soigner euxmesmes, et cette affliction jointe à la cherté du bled et à la suspension de presque tous les travaux les avoient mis hors d'estat de subsister . . . . . .

HOCQUART

CONTAGION FROM THE KING'S SHIPS

From Canadian Archives, *CIIA,* LXXIII, 7.

Extrait des morts et des malades de l'équipage du vaisseau du Roy jusques aujourd'huy 27 aoust, 1740.

Nombre de l'équipage en partant de Rochefort.	Sçavoir Morts	A bord.	Dans les hôpitaux de Quebec
43 officiers mariniers	9	20	14
146 matelots	17	35	94
40 soldats	10	11	19
4 commis des vivres	2	1	1
12 domestiques	3	6	3
25 mousses	1	8	16
270 hommes	42	81	147

Passagers morts

Contre Me. charpentier et sa femme	2
Me. Perceur	1
Charpentier	1
Faux sauniers	6
Soldats de recrue	3
Total	13

Fait à Quebec le 27 aoust 1740.

CHARACTER OF POPULATION

From Canadian Archives, *CIIA*, CXXV, Pt. 1, 357-359.

Mémoire sur l'état present de la colonie du Canada avec la description du pays et les moeurs des Iroquois

A Mgr. de Phelypeaux:

Quoique le commun du peuple de Canada ne soit pas de la docilité des paysans de France, ils feroient pourtant assez volontiers ce que l'on demanderoit d'eux, si les entreprises etoient toujours de leur goust, ils se croyent la pluspart fort habiles et se meslent de juger des desseins que l'on peut avoir, qu'ils executent avec plus ou moins d'ardeur, autant qu'ils se trouvent conformes a leurs inclinations.

La noblesse ou les autres plus considerable du pays de quelques humeur par leurs directeurs de conscience qui croyent qu'estant les plus anciens dans le pays, rien ne si doit faire que par leur avis, et suivant leurs vieilles maximes, ils persuadent aisement a des esprits simples et qui ne croyent pourtant pas l'estre que ce qui n'est point venu par leur canal ne doit point reussir.

La noblesse ou les autres plus considerables du pays de quelques robes qu'ils soient donnent dans le même panneau, ils considerent que les gouverneurs et les intendans passeront mais que les communautez ne finiront qu'avec la fin du pays.

Il s'est trouvé des temps ou elles ont été obligées de s'accommoder à la volonté de ceux qui représentent la personne du Roy, mais ils ont gouverné despotiquement dans d'autres, et chacune espère que ces temps là pourront souvent revenir, ainsy on se donne bien de garde de desplaire a ceux qui ont été presque toujours les canots par ou passoient les grâces.

Non signé

COMPLAINTS AGAINST THE KING'S SHIPS AS BEARERS OF DISEASE

From Canadian Archives, *CIIA*, LXXVIII, 147.

A Quebec le 4 Novembre, 1743

. . . . . Le vaisseau de Roy fournit toujours beaucoup de maladie, plusieurs matelots meurent, nous en ressentons presque toutes les années le contrecoup, prêtres, hospistalières, particuliers, grand nombre périt. Les vaisseaux marchands n'occasionnent pas ces accidents. Une personne m'a pressé de vous représenter que si les effets de la colonie venoient par les vaisseaux marchants, nous serions delivrés de ces maladies qui deviennent épidémiques, qu'il

en coûteroit infiniment moins au roy, en supposant même toutes les années 40: passagers et 400 tonneaux de fret puisqu'alors la dépense n'iroit pas à plus de cinquante mille livres. au reste, je m'imagine qu'il y a des raisons contraires plus importantes . . . . . .

TH. M.
evêque de Quebec

HAVOC OCCASIONED BY DESERTERS IN THE WARS

From Canadian Archives, *CIIA,* XCVIII, 34.

Quebec, 25 octobre, 1752

Depuis mon arrivée dans cette colonie, j'ay remarqué que la multitude de ces déserteurs ne se fixe point aux travaux ordinaires et encore moins à ceux de la campagne, puisqu'au contraire ils volent les habitans qui leur donnent azile y en ayant même qui ont brulé des granges; cette quantité de malfaiteurs qui courent nos campagnes et qu'on ne peut arrêter malgré les ordres que j'en ay donné deviennent un fléau pour la colonie . . . . . .

DU QUESNE

XL

AGRICULTURE AND THE FOOD SUPPLY

The problem of developing an adequate supply of food through dependence on agriculture was never satisfactorily solved by the colony of New France. In the early period, hunting and fishing were important subsidiary occupations and they continued as valuable sources of food. Agriculture was handicapped by the difficulties of clearing new land, by periodic bad harvests, and by losses from pests and disease. In periods of bad harvest almost throughout the whole history of the colony it became necessary to import food from France. In periods of good harvest prices were low chiefly because of the inefficient marketing, especially to the West Indies. With periodic fluctuations in the grain crops, it became extremely difficult to develop mixed farming and especially to raise cattle. Moreover, as a result of the demands of the fur trade, labour was scarce in the haying season. An abundance of hay was necessary to carry the live stock over the long winters. The attempts of the government to decrease the number of horses and to increase the number of cattle were further hampered by the inadequate market and the low price of beef. The demands of the fur trade placed severe limitations on agricultural development and contributed directly to the lack of self sufficiency of the colony and to its loss to France.

FISHING AND HUNTING

From P. F. X. Charlevoix, *Journal of a voyage to North America*, I, 237-246. Written about 1723.

On the other hand, if a compleat thaw comes on, farewell to the yearly stock of capons, quarters of beef and mutton, poultry and fish, which they laid up in granaries, depending on the continuance of the frost; so that in spite of the excessive severity of the cold people are reduced to the necessity of wishing for its continuance.

After all, these colds so long and so severe, are attended with inconvenience which can never thoroughly be remedied. I reckon in the first place the difficulty of feeding the cattle, which during the whole winter season can find nothing in the fields, and consequently the preserving them must be extremely expensive, while their flesh, after being kept six months on dry foods must have lost almost all its relish. Corn is also necessary for the poultry, and great care must be taken to keep them alive during so long a time. If to avoid expence all those beasts are killed about the end of October, which are intended for consumption before the month of May, you may easily judge how insipid this sort of victuals must be; and from the manner in which they catch fish through the ice, it appears this cannot be very plentiful, besides its being frozen from the very first, so that it is almost impossible to have it fresh in the season when it is most wanted. Were it not for the cod-fish and eels there would hardly be any such thing as keeping Lent; with respect to butter and fresh eggs there can be no question, nor indeed is much more account to be made of garden-stuff, which is kept as well as may be in the cellars, but loses almost all its virtue after it has been there for some months.

Add to this, that excepting apples, which are of an excellent quality, and small summer fruit which does not keep, the fruits natural to France have not as yet succeeded in Canada.

After winter is past, fishing and hunting supply those who will take the trouble with provisions in abundance; besides the fish and the game which I have already spoken of, river St. Lawrence and the forests furnish the inhabitants with two articles, which are a great resource to them. From Quebec as high as Trois Rivieres, a prodigious quantity of large eels are caught in the river, which eels come down from Lake Ontario, where they are bred in the marshes on the north side of the Lake, and meeting, as I have al-

ready observed with the white porpoises which give them chace, the the greatest part endeavour to return back, which is the reason of their being taken in such numbers. This fishery is carried on in the following manner.

Thro' that whole extent of ground, which is covered at high water, but left dry during the ebb, boxes are set at convenient distances, which are supported by a pallisade of osier hurdles, contrived in such a manner that no free passage is left for the eels. Large casting nets of the same materials and structure are fixed by the narrowest end in these boxes, while the other extremity, which is very wide, is backed against the hurdles, upon which green branches are placed at intervals. When all is covered by the tide, the eels which love to be near the banks and are attracted by the verdure gather in great numbers along the pallisade, go in to the nets, which lead them into the prisons prepared for them, so that all the boxes are often filled in the space of one tide.

The best method of preparing this fish, is to hang them in a chimney, and suffer them to fry slowly in their skins, which come off of themselves, and all the oil runs out. As great quantities of them are taken during the time this fishery lasts, they are salted and barreled up like herrings. . . . . .

These birds [wood-pigeons] may be said to seek only an opportunity of being killed, for if there is a naked branch upon a tree, on that they chuse to perch, and sit in such a manner, that the most inexperienced gunner can hardly fail of bringing down at least half a dozen at a single shot. Means have likewise been found of catching many of them alive; they are fed till the first setting in of the frosts, then killed, and thrown into the storeroom, where they are preserved all the winter.

Thus it appears, Madam, that every one here is possessed of the necessaries of life; but there is little paid to the King; the inhabitant is not acquainted with taxes; bread is cheap; fish and flesh are not dear but wine, stuffs and all French commodities are very expensive. Gentlemen, and those officers who have nothing but their pay, and are besides encumbered with families, have the greatest reason to complain.

The king maintains here eight and twenty companies of marines, and three etats major. Many families have been ennobled here, and there still remain several officers of the regiment of Carignan-

Salieres, who have peopled this country with gentlemen who are not in extraordinary good circumstances, and would be still less so, were not commerce allowed them, and the right of hunting and fishing which is common to every one.

MAPLE SUGAR

From *ibid.*, 176-178. Written 1723.

I was regaled here with the juice of the maple; this is the season of its flowing. It is extremely delicious, has a most pleasing coolness, and is exceeding wholesome; the manner of extracting it is very simple. When the sap begins to ascend, they pierce the trunk of the tree, and by means of a bit of wood, which is inserted in it, and along which it flows, as through a pipe, the liquor is conveyed into a vessel placed under it. In order to produce an abundant flow, there must be much snow on the ground, with frosty nights, a serene sky, and the wind not too cool . . . . . .

The liquor of the maple is tolerably clear, tho' somewhat whitish. It is exceeding cooling and refreshing, and leaves on the palate a certain flavour of sugar, which is very agreeable.

But it is certain, they were ignorant of the art of making a sugar from it, which we have since learnt them. They were satisfied with giving it two or three boilings, in order to thicken it a little, and to make a kind of syrup from it, which is pleasant enough. The further method they use to make sugar of is to let it boil, till it takes a sufficient consistence, when it purifies of its own accord, without the mixture of any foreign ingredient. Only they must be very careful that the sugar be not over-boiled, and to skim it well. The greatest fault in this process is to let the syrup harden too much, which renders it too fat, so that it never loses a relish of honey, which renders it not so agreeable to the taste, at least till such time as it is clarified.

DIFFICULTY OF DECREASING THE NUMBER OF HORSES

From Canadian Archives, *CIIA*, XLVIII, 277-278.

le 21 Oct. 1726

La veue d'augmenter les bestiaux et de diminuer les chevaux qui consomment bien des fourrages, très nécessaires aux premiers, à cause du long ébergement des hyverts, est aussy prudente qu'elle

est délicate à ménager dans ce pais. Les habitans sont jalous de la commodité qu'ils tirent de leurs chevaux. Cela flate leur vanité, mais cela les rend paresseux et leur ôte la pratique des raquettes sur les neiges qui pourroit leur redevenir nécessaire . . . . . .

DUPUY

REGULATION AS TO FARM ANIMALS

From Canadian Archives, *Collection Moreau St. Mery,* XI, 184-185.

Ordonnance

31 octobre 1727

Sur les plaintes qui nous ont été faites contre les nommés Briconnet, Rouillard, Montreuil et autres qu'arrivant la saison de l'abandon des bestiaux depuis les récoltes faites jusques aux neiges, s'imaginant pour lors qu'on n'est plus tenu à aucune garde des bestiaux et que dans cette pensée ils les laissent vaguer de jour et de nuit sans les retenir sur leurs propres champs ainsi qu'ils y sont obligés pendant l'automne, ce qui peut causer et cause journellement plusieurs accidents tant pour le trouble fait à la culture et au labourage, qu'aux clôtures des champs, ruptures des portes de maisons et de granges et à la sureté des personnes, nous avons fait défenses à toutes personnes de quelque qualité et condition qu'elles soient de laisser vaguer après soleil couché et pendant la nuit aucuns animaux, chevaux, cavales, boeufs, vaches, moutons, porcs, oyes, volailles, ordonnons qu'ils enverront le soir à la recherche desdits bestiaux et les feront rentrer dans leurs propres clôtures ou dans leurs granges, écuries ou basse-cour, à peine de 3ll d'amende pour les delits et dommages commis jusqu'à soleil couché et 15ll d'amende pour les delits commis la nuit outre le dommage qui sera estimé et la confiscation s'il y a lieu et qu'au cas que lesdites bêtes soient trouvées en bled d'automne mis en terre ou en guérets préparés pour faire lesdits bleds d'automne, la bête trouvée telle qu'elle soit sera prise pour le dommage sans préjudice de l'amende.

Ordonnons que depuis les récoltes faites jusqu'au tems des neiges, les porcs qui seront lâchés dans les campagnes seront annelés à peine de 4ll d'amende pour chacun de ceux qui seront trouvés en paccage de jour et de nuit qui ne seront point annelés, toutes lesdites amendes applicables aux fabriques des paroisses dans les districts desquels demeureront ceux qui contreviendront à notre pré-

sènte ordonnance. Permettons à ceux qui trouveront lesdits bestiaux et animaux passé le soleil couché sur leurs terres de les saisir et garder pendant vingt-quatre heures pour en demander justice et prouver le dommage, défendons aux propriétaires desdits animaux et bestiaux de recourir pendant lesdites 24 heures sur lesdits animaux et bestiaux pour les ravoir par des voies de fait ou autrement . . . . . .

DUPUY

Fait a Quebeck.

REGULATION REGARDING MILKING OF COWS IN COMMON HERD

From *ibid.*, 260-261.

Ordonnance

15 juillet 1728

Sur les plaintes qui nous ont été faites que quelques particuliers qui mettent leurs bestiaux dans des clos pour y pâturer, et nommément la née Pepin et sa servante, font effort pour y entrer le soir de bonne heure et de grand matin et sous prétexte de traire leurs vaches tirent aussi le lait des vaches qui ne leur appartiennent pas, ce qui est contraire aux anciens règlemens lesquels pour obvier à cette infidélité ont défendu de tirer les vaches dans le champ et dans le clos et enjoint à chaque particulier de les venir chercher le soir pour les ramener chés eux et les traire, vu les anciens règlemens et la nécessité qu'il y a d'empêcher un tel désordre dont il résulte un vol manifeste et un tort considérable pour de pauvres gens qui n'ont que ce secours pour les faire subsister eux et leur famille.

Nous défendons expressément à aucuns particuliers de traire leurs vaches dans les clos ou par eux ou par enfans et domestiques étant à eux dont ils seront responsables . . . . . .

DUPUY

DIFFICULTIES OF ENCOURAGING RAISING OF CATTLE[3]

A

From Canadian Archives, *CIIA,* LIII, 249.

Oct. 14, 1730

J'en ay recherché la cause, on m'a dit que c'est qu'il n'y avoit pas de moulins; il me paroit cependant que les blés et les bestiaux sont les fruits les plus solides qu'on puisse espérer dans la suite de ce pays cy. Le paysant élève plus volontiers des chevaux que des beufs ce qui les a rendu si rares que l'on a manqué de viands ce printemps, j'ay dessein de leur faire voir par l'expérience l'avantage qu'ils retireroient d'élever plus de bestes à corne . . . . .

Evêque de Samos
Coad. de Quebec

B

From Canadian Archives, *CIIA,* LIV, 54-57.

Oct. 4, 1731

Il est certain en premier lieu que le Pays est assez abondant en fourages pour pouvoir non seulement en nourir une grande quantité mais encore pour élever des bêtes à corne bien au delà de ce qui est nécessaire pour la subsistance des colons: une grande partie des foins qui sont sur les bords du Lac St. Pierre et qui y croissent naturellement ainsy que dans beaucoup d'autres endroits de la Colonie sont abandonnez sans estre fauchez ainsy ce n'est point la disette du fourage qui empesche précisément que les bestiaux ne se multiplient, mais le deffaut d'ouvriers et gens de journée pour le ramasser et en faire des provisions pour l'hyver. Le vil prix des animaux est encore une des raisons pour laquelle les habitants des Campagnes ont négligé d'en eslever; il n'y a point à douter qu'-

[3]Sheep raising did not become important as may be gathered from the following extract: "Considerations sur l'etat present du Canada. 8bre 1758. . . . . Une mauvaise pratique suivie par les habitans s'oppose à cette propagation que la nature semble toutefois avoir voulu favoriser en ce pays plus qu'en aucun autre, puisque les brebis y portent communément deux agneaux. Comme on les laisse en tout tems avec le bélier un grand nombre mettent bas dans le mois de février tems auquel la terre est couverte de neige, il faut donc nourir les agneaux dans une étable avec du foin et de l'avoine; il en périt la plus grande partie et d'ailleurs la cherté de cette nourriture dégoutte les habitans d'en élever. . . . . Ce mémoire m'a ete remis par M. de Beauvert."—Canadian Archives, *CIIA,* CIII, Pt. 2, 707.

aujourd'huy qu'ils se vendent bien ces mêmes habitants ne s'y attachent davantage, il est de plus nécessaire que les écrois des souches servent non seulement à la subsistance des habitants: mais encore a establir de nouvelles terres, de cette maniere il n'est guère possible de longtemps qu'il y ayt des bestiaux de reste pour en faire un Commerce soit en les transportant vivants hors de la Colonie ou en faisant des salaisons. La viande ne vaut aujourd'huy que 3 sols 5d. la livre et il est à croire qu'elle n'augmentera pas de prix. Les beufs valent depuis 120 à 140ls la paire il y a apparence que les habitants y trouvant un profit honneste ne manqueront pas d'en élever. Il peut paroitre encore douteux si la quantité de chevaux qu'il y a aujourd'huy dans la Colonie luy est plus nuisible qu'avantageuse. Si d'un costé quelques habitants perdent l'usage d'aller en raquette ils ont par le moyen des chevaux des facilitez pour transporter promptement dans les villes et chez eux, le bois à brusler, à batir, les matériaux et denrées dont ils ont besoin, outre l'avantage qu'ils en retirent pour faire avec la diligence nécessaire leurs labours et semences, et leurs récoltes.

BEAUHARNOIS, HOCQUART

DISCOURAGEMENT BY FRENCH GOVERNMENT OF RAISING HORSES

From Canadian Archives, *CIIA*, LVI, 30-31.

Versailles, 29 may 1731

J'ay remarqué dans le recensement que vous m'avez envoyé l'année dernière que les habitans s'adonnent plus à elever des chevaux que des bestiaux et que presque tous en général en ont beaucoup plus qu'il ne convient, ce qui est d'autant plus préjudiciable à la colonie, que l'usage où sont les habitants de ne plus voyager qu'à cheval ou en cariolle leur fait perdre l'habitude d'aller en raquette et les amolira de façon que dans les occasions de guerre, ils ne seront plus en estat de servir comme leures pères; d'ailleurs ce grand nombre de chevaux consomant beaucoup de fourages ils ne peuvent nourrir autant de bestiaux qu'il seroit nécessaire, et il résultera de là, que devenant de jour en jour rares le prix de la viande augmentera nécessairement dans le pays, et apauvrira non-seulement les peuples qui augmentent annuellement mais ceux mêmes qui seront la cause de la disette des viandes . . . . .

MAUREPAS

CONTRAST OF FARMING IN FRANCE AND CANADA

From Canadian Archives, *CIIA,* LIX, Pt. 1, 69-71.

Canada, 1er 8bre 1733

Les ressources des habitants de cette colonie sont beaucoup moindres que vous paroissez, Monseigneur, nous les faire entendre. Outre que les terres y sont communément moins bonnes qu'en France, le peu de temps qui reste aux habitants après leur récolte, et l'arrivée tardive du printemps ne leur permettent pas de façonner leurs terres comme il conviendroit pour les faire multiplier davantage. La consommation des fourages pour la nourriture des bestiaux de leur ménagerie pendant plus de six mois de l'année, demande un travail forcé de leur part pour l'entretien et l'augmentation de leurs prairies; la provision des bois de chauffage pendant un hyver long, occupe une bonne partie de leur temps: la façon et l'entretien des clotures de pieux dans chaque habitation, est d'un travail nécessaire sans aucun revenu; la police et l'entretien annuel des chémins et des ponts publics, qui est exactement observé depuis peu d'années et dont les habitants sont tenus est une sorte de contribution. La rareté des hommes, et le haut prix des journées d'ouvriers pour les travaux de la campagne et ceux de la ville, diminue considérablement le revenu des terres et celuy que produiront le commerce; enfin la dépense en vêtements par les habitants dans un pays aussi froid que celuy cy est bien plus considérable qu'en France et dans les autres pays de la domination du Roy.

La pluspart de ces considérations n'ont point lieu pour les Isles Françoises où il suffit d'habiter dix ans pour devenir riche, au lieu que dans cette colonie la plus grande fortune des particuliers à l'exception d'un seul est d'avoir 50 à 60M. De ces derniers il peut s'en trouver 4 ou 5, les fortunes ordinaires ne vont pas à plus de 20 à 30M . . . encore sont elles en très petit nombre.

BEAUHARNOIS
HOCQUART

DIFFICULTIES WITH WHEAT CROP

From Canadian Archives, *CIIA,* LXI, 40.

7 8bre 1734

Nous eûmes l'honneur d'informer Sa Majesté l'automne dernier de la scituation où l'on se trouvoit icy par raport à la récolte qui a esté fort abondante à la vérité, mais d'ailleurs assez mauvaise par

la qualité des bleds dans le Gouvernement de Québec, ils estoient mêlés de quantité de bled noir et ont produit des farines fort inférieures à celles des années précédentes. Les bleds du Gouvernement de Montréal sont toujours exempts de ce meslange, mais les pluyes continuelles de 1733 avoient grossi le grain sans augmenter sa qualité, de manière que le minot de bled n'a rendu suivant l'expérience que le Sr. Hocquart en a fait faire que 13 à 14 h. de fine fleur par minot, le prix du bled a esté pendant l'hyver jusques à la fin de May de quarante sols, il est tombé pendant l'esté à trente et à trente cinq sols . . . . . .

BEAUHARNOIS, HOCQUART

REQUEST FOR ASSISTANCE FROM FRANCE

From Canadian Archives, *CIIA*, LXVII, 24-25.

20 octobre 1737

Nous vous demandons, Monseigneur, d'envoyer l'année prochaine une flute de 600 tonneaux ou deux de 300 chargées de 7 à 8 mille quint'x de farines et de les faire partir assez tôt pour qu'elles puissent arriver dans le courant du mois de May ou au plus tard au commencement de Juin. Vous nous permettrez, Monseigneur, de compter sur ce secours qui est indispensable. Il s'en faudra beaucoup qu'il suffise à remplir nos besoins: mais il les diminuera du moins et empêchera que nous ne tombions dans un estat dont la colonie ne se relèveroit de longtemps. Car nous le répétons, si vous n'avez agréable de nous procurer le secours que nous demandons, la plus grande partie de tout ce qui sera comestible se consommera . . . . . .

BEAUHARNOIS, HOCQUART

EFFECTS OF A POOR HARVEST

From *ibid.*, 70-71.

Response au mémoire du Roy, 1737

. . . . . La disette des fourages a esté aussi grande que celle du blé, la mortalité sur les bestiaux s'en est ensuivie, nous estimons qu'il en a péri au moins la douzième partie dans le cours de l'hyver dernier, et pour entrer encore plus dans le détail les habitans n'ont pas eu les moyens faute de son, de pois et même de lait, d'élever la même quantité de porcs qu'ils sont en usage de faire et qui fournis-

sent à la subsistance ordinaire et commune des habitans des villes et des côtes.

Récolte. Il y avoit au commencement d'août de cette année apparence d'une bonne récolte, elle est assez abondante dans le Gouvernement de Québec, mais elle est médiocre dans celui de Montréal où les brumes ont rouillé et échaudé les bleds dans plusieurs quartiers . . . . . .

Nous faisons observer que cette année n'est tout au plus qu'une année commune pour la récolte, que la consommation des bleds nouveaux a commencé dès le mois de septembre au lieu qu'elle ne commence ordinairement qu'au mois de décembre ou au mois de janvier. Nous estimons cette consommation extraordinaire à 100 mille minots de blé, c'est notre superflu qui tourne au profit du commerce dans les années d'abondance.

FAILURE OF SUPPLY OF BREAD

From Canadian Archives, *CIIA*, LXIX, 192.

Québec, May 12, 1738

Je ne puis vous exprimer Monseigneur, la misère causée par la disette qui se fait sentir dans toutes les campagnes. Le plus grand nombre des habitants particulièrement ceux de la coste du sud manquent de pain depuis longtemps et une grande partie ont erré pendant tout l'hyver dans les costes du nord qui ont esté moins maltraitées pour y recueillir des aumones et quelque peu de bled pour semer. D'autres ont vécu, et vivent encore d'en peu d'avoine de bled d'inde et de Poisson. Les villes ont esté remplies tout l'hyver de ces coureurs misérables qui venoient y chercher quelques secours de pain ou d'argent. Les habitants des villes, particulièremt les journaliers te artisants sont dans une situation aussi fâcheuse, manquants tous de travail. Ils continuent d'estre à charge au public, à M. le Général et à moy et encore plus au Roy. J'ay esté et je suis toujours dans la nécessité de faire fournir régulièrement du pain, de la viande et des légumes des magasins à ces indigents et aux pauvres infirmes . . . . . .

HOCQUART

CAUSES OF SLOW AGRICULTURAL GROWTH

From Canadian Archives, *CIIA*, LXXII, 157, 182-183.

Mémoire sur les francoises et angloises de l'Amérique septentrionale 1739

Tout ce qui s'éloigne de ce principe, qui est le seul vrai principe, conduit au faux, et fait prendre le change. Or la deffense de sortir des grains décourage évidemment la culture des terres. Elle ne sert au cas d'une abondance qu'à réduire le bled à un trop vil prix. Et après la disette, l'avilissement du prix des denrées est le plus grand malheur. Le recouvrement des impositions devient impossible; le fermier d'un autre côté ne paye pas son seigneur: il ruine par l'abondance même, et il se trouve finalement hors d'état de cultiver ses terres comme elles pourroient et devroient l'être, en sorte qu'une disette est la suite naturelle d'une trop grande abondance. Il faudroit un miracle pour échaper à ce malheur, parcequ'il faudroit qu'une cause cessât de produire son effet . . . . .

. . . La navigation du Canada est bornée actuellement, si je ne me trompe, à environ 15 navires par an. Son commerce consiste principalement en pelleteries . . . . . .

. . . . On a fait des tentatives pour y établir des plantations de tabac mais c'est un établissement à réserver pour un climat plus heureux, moins sujet aux rigueurs des hivers et aux gelées fréquentes qui en moissonnent souvent la récolte dans sa primeur. Dailleurs le commerce ne peut s'en pousser fortement que par le moyen des nègres, et le climat du Canada ne leur est pas des plus convenables . . . . . .

DIFFICULTIES OF FORECASTING

From Canadian Archives, *CIIA*, LXXV, 105-106.

15 Fevrier, 1741

Il est fâcheux que dans le compte que nous avons eu l'honneur de vous rendre l'automne dernier nous nous soyons trompez; tout le monde l'a esté: Il y a eu effectivement assez de gerbes, mais les épis n'estoient pas fournis à proportion. Les habitants ne se sont apercus de ce manque que lorsqu'ils ont commence à battre leurs grains; ainsy, Monseigneur, nous craignons d'estre obligez de défendre la sortie des farines jusques à ce que nous soyons en estat de juger de la récolte prochaine: . . . . .

BEAUHARNOIS, HOCQUART

SHORTAGE OF CORN AT MICHILIMACKINAC

From Canadian Archives, *CIIA,* LXXVII, 140.

. . . . . Je me suis trouvé dans l'obligation cet été d'accorder vingt deux permissions gratis pour porter des vivres à Missilimackinac, sur les nouvelles que j'ay reçues qu'il n'y avoit aucun bled d'Inde dans cet endroit, et que cette disette tendoit à faire perir les autres postes qui sont dans l'obligation de tirer leur secours de celuy de Missilimackinac; . . . . . .

BEAUHARNOIS

A Quebec le 24 Octobre 1742.

A CROP REPORT

From *ibid.,* 15.

A Quebec le 17 Septembre 1742

Pour nous en assurer parfaitement, nous avons envoyé le Sr. Boiscler, grand voyer dans les trois gouvernements pour s'informer secrètement de l'estat de la récolte sous prétexte de la visite des chemins, ce qu'il a fait; il nous a raporté et assuré qu'il y a beaucoup moins de bled que l'année dernière et même qu'en 1737: . . . . . Les chaleurs excessives et les brumes ont rouillé et échaudé la pluspart des bleds, de petits vers ou chenilles se sont encor formez dans les épis et ont rongé et détruit une partie du grain . . . . .

BEAUHARNOIS, HOCQUART

A BAD HARVEST

From Canadian Archives, *CIIA,* LXXIX, 38-39.

A Quebec le 14 Octobre, 1743

. . . . . Il ne se trouve que très peu de grains dans les épis et ils sont si maigres qu'il faut communément 15 ou 20 gerbes pour en tirer un minot de bled, beaucoup d'habitans n'ont pas même recueilli leurs semencés, ce n'est pas que les tenes n'eussent este bien ensemencees, le printemps dernier, les pluyes, les rosées suivies alternativement ou accompagnées de fraicheurs et de chaleurs excessives vers la mi'aoust ont rouillé et échaudé généralement tous les bleds . . . . .

BEAUHARNOIS, HOCQUART

A PLAGUE OF CATERPILLARS

From Canadian Archives, *CIIA*, LXXX, 94-95.

10 juillet 1743

Vous verrez que les chenilles commencent à faire bien du ravage dans le gouvernement de Montréal, j'aprens même qu'elles ont coupé tous les bleds du domaine du Roy et celuy des habitants au fort St. Frédéric, qu'elles ont fauché toutes les prairies les avoines et les blés d'Inde et qu'elles ont déjà entamé plusieurs pièces de blés en divers endroits du gouvernement de Montréal et de celuy des Trois-Rivières; cependant, comme ces insectes à ce que l'on prétend ne vivent que peu de jours dans leur voracité, je crois qu'il y a lieu d'espérer qu'elles ne continueront pas longtemps dans leur progrès. VARIN

SHORTAGE OF FOOD

From Canadian Archives, *CIIA*, LXXXI, Pt. 1, 15-17. Written 1744.

. . . . L'évènement a justifié les craintes que nous eumes l'année dernière de l'extrême modicité de la récolte, ce n'a esté qu'avec des peines infinies que nous avons pourvu aux nécessités publiques, nous avons épuisé toutes les ressources, celles que nous avons trouvées chez les habitans aisés a esté une des principales et la plus efficace, Ils se sont portés sans aucune contrainte et comme d'eux mêmes à fournir tous les secours qu'ils estoient en estat de donner et audelà; c'est avec une vraye satisfaction que nous avons l'honneur de rendre compte à sa Majesté du zèle que la pluspart ont montré dans cette occasion pour le bien public, le peuple a vécu misérablement plus de la moitié des habitans de la campagne se sont passé de pain depuis le printemps jusques aux récoltes, jls se sont procuré les moyens de vivre par leur industrie, la chasse, la pesche, les herbes et laitages; les aumones que les personnes en place, les communautés et les gens aisés ont distribués largement ont soutenu les pauvres. M. Hocquart a aussi fait faire quelques liberalités au nom du Roy, personne n'a péri par la faim; les secours de vivres estant arrivés fort tard et seulement 12 ou 15 jours avant la récolte il ne s'en est consommé qu'une partie dans la colonie . . . . . .

. . . . . La perte que la colonie a faite d'une assez grand quantité de bestiaux dans l'hyver de 1742 à 1743, se réparera; nous sommes informés que les habitans en ont beaucoup élevé cette année, et la

précedente, l'abondance des fourages leur a donné toutes les facilités pour cela . . . . . .

A Québec 12 Octbre 1744. BEAUHARNOIS, HOCQUART

FISHING SUPPLEMENTARY TO AGRICULTURE

From Peter Kalm, *Travels into North America* (Warrington, 1770), III, 92-93. Written about 1749.

They have a very peculiar method of catching fish near the shore here. They place hedges along the shore, made of twisted oziers, so close that no fish can get through them, and from one foot to a yard high, according to the different depth of the water. For this purpose they choose such places where the water runs off during the ebb, and leaves the hedges quite dry. Within this inclosure they place several wheels, or fish-traps, in the form of cylinders, but broader below. They are placed upright, and are about a yard high, and two feet and a half wide; on one side near the bottom is an entrance for the fishes, made of twigs, and sometimes of yarn made into a net. Opposite to this entrance, on the other side of the wheel, looking towards the lower part of the river, is another entrance, like the first, and leading to a box or boards about four feet long, two deep, and two broad. Near each of the wheels is a hedge, leading obliquely to the long hedge, and making an acute angle with it. This latter hedge is made in order to lead the fish into the trap, and it is placed on that end of the long hedge which looks towards the upper part of the river; now when the tide comes up the river, the fish, and chiefly eels, go up with it along the river side; when the water begins to ebb, the fish likewise go down the river and meeting with the hedges, they swim along them, till they come through the wheels into the boxes or boards, at the top of which there is a hole with a cover, through which the fish could be taken out. This apparatus is chiefly made on account of the eels. In some places hereabouts they place nets instead of the hedges of twigs.

A BAD HARVEST

From Canadian Archives, *CIIA*, XCVIII, 86.

Monseigneur: Quebec, 1 mai 1752

La récolte de l'année dernière a esté si mauvaise que j'ai bien eu de la peine à faire subsister Montréal et Québec.

Dès le commencement de Novembre cette première ville se trouva sans pain, les boulangers ne trouvoient point de bled à achetter dans les campagnes, quantités de paroisses de ce gouvernement ont esté en effet si maltraitées qu'elles n'en ont pas recueilli pour leur subsistance de 4: mois.

BIGOT

MISERY ATTENDING DELAY OF PROVISIONS FROM FRANCE

From *ibid.*, 112.

Quebec 9, 7bre 1752

Le navire le Benjamin chargé de bled et de farine, de l'envoy du Sr. Grades de Bordeaux, est enfin arrivé icy depuis trois jours. Ce bâtiment avoit esté obligé de relâcher à Louisbourg par un voye d'eau considérable; son retardement a causé bien de la misère dans les 3 villes, dont les habitans étoient réduits depuis six semaines à un quarteron ou une demie livre de pain par jour . . . . .

BIGOT

CROP FAILURE

From Canadian Archives, *CIIA,* CII, 186.

Montreal 12, 7bre 1757

. . . . . Mais la colonie n'en sera pas moins dans la plus triste situation, la récolte ayant entièrement manqué, quoique faite et parfaite, les épis ne produisent presque rien, les pluyes continuelles que nous avons eu ont brulé et rouillé nos grains, ce sont, Monseigneur, de ces événemens aux quels la prévoyance humaine ne sçauroit remédier . . . . . .

VAUDREUIL

SPECIAL AGRICULTURAL PRODUCTS

Various attempts were made to encourage the raising of special products, and especially hemp as a source of naval supplies. In spite of bounties and other devices these attempts were not successful. Climatic limitations and unskilled labour were among the chief obstacles.

A

TOBACCO

DIFFICULTY WITH CUT WORM

From Canadian Archives, *CIIA,* LXVIII, 22-23.

A Québec le 12 8bre 1737

. . . . . Le second obstacle c'est que des vers de terre qui sont assez communs en ce pays cy rongent la racine des jeunes plans de tabac dans la saison où jls le transplantent et qu'ils sont obligez de remplacer successivement, de sorte que les derniers transplantez n'ayant pas le temps d'acquérir la maturité nécessaire produisent un tabac vert qui est rebuté, ces difficultés se surmonteront, mais jl faut prendre une autre voye que celle dont nous nous sommes servis . . . . . .

On peut trouver quelques moyens pour empêcher les vers de terre d'approcher des plans ou de les offenser. Quelques habitans en plantant leur tabac ont envelopé les racines avec des feuilles d'érable ou de quelques autres arbres. Cette précaution a réussy quelques fois. D'autres prétendent que le fumier meslé avec un peu de chaux détruit cette vermine . . . . . .

HOCQUART

OBJECTIONS OF CHURCH TO RAISING TOBACCO

From Canadian Archives, *CIIA,* LXX, 25.

Oct. 12, 1738

Il y a un obstacle à surmonter pour l'establissement de ces plantations, c'est de la part des curés ou missionnaires. Ils ont un ascendant sur leurs paroissiens dont il est naturel qu'ils usent pour leur intérest qui ne quadre pas toujours aux veues du gouvernement. Ils craignent la pluspart que la culture du tabac venant à augmenter, ils ne soient privés par là d'une partie de leurs revenus, La Dixme n'est établie dans ce pays que sur les grains et si une partie des terres estoit employée en tabac, le dommage qu'ils en recevroient est évident . . . . . .

HOCQUART

CLIMATIC LIMITATIONS

From Canadian Archives, *CIIA,* LXXX, II.

J'ay eu l'honneur de vous rendre compte que le climat de Québec et celuy des 3-Rivières n'estoient guères propres à la culture du

tabac, du moins pour celuy qui est de défaite pour le commerce de France; le climat de Montréal est plus favorable; sur le récit que M. Michel m'a fait des tabacs qu'il a vu sur pied au fort St. Frédéric, on peut se flatter du succez dans la culture de cette plante dans ces quartiers; c'est là où l'on doit porter ses vues . . . . .

HOCQUART

A Quebec le 19 octobre 1743.

B

HEMP

DIFFICULTIES OF GROWING HEMP

From Canadian Archives, *CIIG*, III, 370.

Lettre particulière des Sieurs Raudot

Québec le 8bre . . . . . On ne peut encore penser à faire commerce de chanvre en France les habitans s'y donnent peu, et comme pour le faire venir il faut bien fumer les terres dans lesquelles on le sème on n'y réussit point en ce pais parceque ces habitans ne sont pas accoutumés à fumer leurs terres, il faudra qu'à la suitte des tems ils cultivent comme ceux de France et en ce tems ils pouront s'adonner au chanvre, celuy qui vient dans les terres neuves est trop gros et trop difficile à rouir avec le tems les habitans s'y mettront et quand il sera à bon marché on poura le commercer.

DIFFICULTY OF INTRODUCING CULTURE OF HEMP

From Canadian Archives, *CIIA*, XLIII, 12-14. Written 1720.

Cette plante [chanvre] doit estre semée au printemps qui ne commence en Canada que vers la fin d'avril, les habitans n'y sont pas dans l'usage de semer du bled en automne quoiqu'il y vienne fort bien, parce qu'à la fin de cette saison et de l'hiver il arrive quelques fois des dégels qui étant suivis de fortes gelées font périr le bled semé en automne par cette raison ils se sont attachés à semer dans le printemps du bled du Nord dont la récolte se fait dans la même année, ainsi dès le commencement du printemps ils sont occupés à faire leurs semences, ils n'ont pour cela que jusqu'au 20 may après lequel temps ils sèment les menus grains jusqu'au 15 juin, et la pluspart ne peuvent en venir à bout dans cet intervale faute de domestiques et de gens de journée, c'est ce qui fait qu'il leur est impossible de semer ni cultiver du chanvre.

La même raison rend les récoltes encore plus dificiles, elles se font dans les mois d'août et septembre et les pluies qui sont fréquentes dans ce dernier mois font quelquefois pourir les foins et germer les grains par l'impossibilité, faute de monde, de les serrer aussi promptement qu'il serait nécessaire, les gens de journée étant en si petit nombre qu'on n'en peut trouver dans le temps des semences et des récoltes qu'à 30s par jour et nourris.

Les journaliers n'étant plus recherchés seraient obligés de s'attacher à la culture de leurs propres terres qu'ils n'abandonnent présentement qu'à cause que le haut prix qu'ils retirent de leurs journées leur est plus avantageux. Ceux qui s'établissent sur des terres en bois de bout pourraient en peu de temps mettre en valeur plus de terre qu'il n'en faudrait pour semer le bled qui leur serait nécessaire et encore pour cultiver du chanvre, ils feraient chaque année de nouveaux défrichement, ils élèveraient des bestiaux et se verraient . . . . bientot des habitations bien établies, au lieu que présentement les meilleurs travaillants sont au moins 4 ou 5 ans à mettre en valeur assés de terre pour semer le bled nécessaire pour leur subsistance . . . . . .

Lettre du Conseil du 1 Juin 1720.

L. A. DE BOURBON

PRODUCTION OF HEMP

From Canadian Archives, *CIIA*, XLIX, Pt. 2, 310. Dated 1727.

etat des recettes et embarquements du chanvre

Années	Recettes	Embarq't	Reste dans les magasins avoir été reçeu depuis l'embarq't
1722	200 wt (?)	200 wt	
1723	1644 "	1644 "	
1724	5799 "	5799 "	
1725 } 1726	12680 "	8680 "	4000 wt
1727	44200 "	21600 "	22600 "

Sans ce qui arrivera d'icy à l'année prochaine.

20 Octobre 1727 sur les affaires generalles de la Colonie.

M. DUPUY

Preparation of Hemp

From Canadian Archives, *CIIA*, L, 95-97.

Instruction pour les habitans de Canada au sujet de la culture des chanvres et de la manière de les aprester

June 12, 1728

Le dernier chanvre envoyé de Canada en ce port s'est trouvé de mauvaise qualité, cela peut venir de peu de précaution que l'on a de cultiver la terre; il est nécessaire qu'elle soit bien labourée, le guéret fin et nettoyé de toutes mauvaises herbes afin que le chanvre prenne plus de nourriture. Il doit estre cueilly très meur, quy dans des eaux claires et ne l'y pas laisser longtemps. Le chanvre propre à faire du cordage doit estre teillé et non pas broyé comme s'est trouvé la plus grande partie de celuy qui a esté envoyé icy.

S'il se trouvoit du chanvre qui ne quittast pas son bois on luy donnera seulement quelques coups de broye puis on le passera dans un taguet de fer fait en manière de couteau à deux manches attaché à une pièce de bois; ce taguet ne doit pas estre coupant mais en manière de tranchant en dedans, et plus épais en dehors, ce qui adouci beaucoup et fait tomber les aigrettes et la crasse.

Il y a d'autre chanvre qui quitte bien son bois mais qui est si dur et a de si grosses teilles qu'il semble de l'osier; lorsqu'il est teillé, on le mailloche sur un billot avec un maillet de boit puis on le passé ensuitte dans le taguet.

Pour faire les poignées il faut le prendre du costé de la racine bien également puis en retirer environ un demy-pied . . . . . que l'on amarre avec de ce chanvre et on le laisse tout au long dans les paquets afin que l'on puisse voir si ces poignées ne sont point fourées de brins trop courts, aigrettes et ordures qui tombent sous les chevalets.

Tout chanvre au dessous de deux pieds trois pouces de long ne peut faire de bons cordages et doit estre rebuté.

Il y a en Canada comme en France des terres qui produisent de beau chanvre long et blanc et qui ne quitte pas son bois, on peut le broyer et le bien passer dans le taguet afin de diminuer le grand déchet qui se trouve on le met en rame, c'est à dire 8 ou 10 poignées liées ensemble par un bout pour le mettre en paquets de toute sa longueur.

Les paquets ne doivent peser que 150ll, il faut les lier avec quatre liens afin de les placer plus facilement parce quand les paquets

sont plus gros on les délie à bord et on en tire des poignées, ce qui rend le chanvre sale et défectueux et souvent pourri par l'humidité du vaisseau.

Les liens doivent estre de bon chanvre filé en lignes ou bien bitord afin de résister aux différents transports.

COMPLAINTS AGAINST CANADIAN HEMP

From Canadian Archives, *CIIA*, LVIII, 4.

1er 8bre 1732

. . . . Les habitants de ce pays ont successivement broyé et ensuite teillé leurs chanvres; il est arrivé que dans le premier cas ils l'avoient tellement brisé, que les brins en estant trop courts ne pouvoient estre employez pour des cordages de conséquence, et le déchet en estoit considérable. Dans le second, les brins en sont si roides et si dures qu'ils deviennent par là difficiles à employer, mais en récompense, la qualité en est meilleure, et il doit s'y trouver moins de déchet, parce qu'estant teillez tout le brin généralement en est enlevé; et au moyen de l'espade dont on se sert dans les ateliers des ports, ont l'attendrit aisément, et la façon qu'il prend par le peigne le met en état d'estre filé.

Les cordiers qui sont venus cette année ont commencé d'employer de ces chanvres. Je les fais travailler pour leur compte dans ces commencements, et leur feray payer le chanvre qui leur est distribué sur le pied de 25ll le quintal, prix auquel il revient au Roy.

Le plus grand deffaut des chanvres envoyez à Rochefort par Le Rubis est leur trop grande dureté. Ce deffaut vient de n'estre pas assez rouis. Ils sont d'ailleurs forts, d'une longueur convenable et bien teillez . . . . . .

HOCQUART

XLI

INDUSTRY

The industrial growth of New France was given a decided impetus by the attention of France to the problem of developing naval supplies. In the period from 1713 to 1763, industry came into full bloom with the successful construction of ships at Quebec. Around shipbuilding there developed the essential subordinate industries including lumbering, and the

manufacture of tar, and iron. The development of the St. Maurice forges made available a supply of iron for the colony, and the development of lumbering was responsible for an export trade in masts. Industries on the other hand which threatened to compete with home manufactures were strictly forbidden. See J. N. Fauteux, *Essai sur l'industrie au Canada sous le régime français*, 2 vols. (Quebec, 1927), and a review in the *Canadian Historical Review*, September, 1928.

DOMESTIC INDUSTRY IN TEXTILES

From Canadian Archives, *CIIA*, XXXIV, 388-389.

12 novembre 1714

. . . . La cherté des marchandises a rendu les habitans jndustrieux, faisant des droguets avec du fil et de la laine du pais, jls font aussy beaucoup de toille, jl y a à Montréal jusques à 25 métiers pour faire de la toille et des étoffes de laine; les soeurs de la Congrégation m'ont fait voir de l'Etamine qu'elles ont fait pour leur habillement qui est aussy belle que celle qui se fait en France, et on fait icy au séminaire des étoffes noires pour l'habillement des prestres, et des bleues pour celuy des pensionnaires; la nécessité leur a fait prendre ce party . . . . . .

BEGON

TAR

From Canadian Archives, *CIIA*, LI, 241.

Oct. 25, 1729

La saison propre pour faire le Goudron est celle où l'on ensemence les terres, qu'on receuille les foins, qu'on répare les clôtures, guérette les terres ou qu'on fait les Récoltes; et les Journées d'ouvriers sont si chères faute d'hommes et le tems si court qu'il ne sera pas facile de Longtems d'engager les habitants à se détourner de leurs cultures pour faire du Gouldron.

HOCQUART

GLUE

A

From Canadian Archives, *CIIA*, LXXI, 143-144.

Quebec, 28 septembre, 1739

. . . La pluspart des ouvriers de Canada qui employent de cette marchandise se servent d'une colle faite avec des pieds et des oreilles de boeuf, ils en font consumer la chair et la graisse par le moyen de la chaux; du surplus ils en font un bouillon qu'ils

écument soigneusement, retirent du fond du vase toutes les impuretés et lorsque le bouillon est réduit et qu'il a pris la consistance convenable, ils coupent dans le fond de la chaudière par carreaux la colle qui est figée, la retirent et la font sécher à l'ombre.

Il se trouve dans le ventre de l'esturgeon un intestin lequel estant pris et séché à l'ombre est une fort bonne colle sans autre préparation; elle se dissout parfaitement dans l'eau et ne laisse au fond du vase qu'une légère pellicule sans mare; cette colle est d'usage en ce pays. Un esturgeon de 4: pieds de long en fournit seulement environ deux onces qui se vendent 5: sols; ce poisson est fort commun en Canada, surtout dans la saison du printemps, il est cartilagineux dans plusieurs de ses parties, et il pourroit produire une assez grande quantité de colle. . . . . .

HOCQUART

B

From Canadian Archives, *CIIA,* LXXVI, 27-28.

28 8bre, 1741

. . . Il m'a remis un morceau de la colle qu'il a fait faire avec des nageoires, pattes, os, cartillages de loup marin bien dépouillez de toutte leur chair et graisse, on a fait cuire le tout dans l'eau jusqu'à ce qu'il en ait esté forme un bouillon;

Le bouillon a esté passé dans un linge, on l'a fait cuire de nouveau. Il a esté versé ensuite dans des moules de papier où la colle a refroidi, et durci. Les expériences qui ont esté faites de cette espèce de colle démontrent sa bonne qualité; on en a collé des montures de fusil, et différents bois qui avoient esté fendus exprès pour les coller, ensuitte se sont fendus à costé de la partie collée . . . .

HOCQUART

IRON

A

NEW ENGLAND TECHNIQUE

From Canadian Archives, *CIIA,* LVII, 111-112.

15 octobre, 1732

. . . . Les anglois de la nouvelle Angleterre ne font point de fourneaux de fonderie comme en France, jls fondent seulement la mine dans une forge à peu près semblable à celle des forgerons ordinaires, à l'exception d'une concavité pratiquée dans le foyer; le fer

fondu qui reste en pâte dans cette concavité près de la tuyère de la forge se trouve tout rafiné au moyen d'un canal fait dans la massif de la forge par lequel on fait dégorger la crasse du fer fondu, en insinuant un zingard ou verge de fer dans le d. canal; en sorte que le fer que l'on en tire après cette opération, est mis en barre sur le champ à l'enclume et au marteau. C'est ainsi que nous en avons fait l'expérience. Jls tirent ordinairement 50l de fer de 150l de mine en trois heures de temps que dure l'opération. Un des fondeurs nous a asseuré qu'on le pratiquoit de même dans quelques forges des Pyrénées.

BEAUHARNOIS, HOCQUART

B

MANUFACTURE OF HORSESHOE NAILS

From Canadian Archives, *CIIA,* LVIII, 105.

Mines de fer en Canada, 1732.

Le sieur Poulin de Francheville, négociant de Montréal, qui a obtenu un brevet le 25 mars 1730 pour pouvoir ouvrir des mines qui sont auprès de la ville des Trois-Rivières, y a fait travailler au mois d'avril 1732 et en a fait tirer des matières de fer qui ont été envoyées à Québec où elles ont été fondues et purifiées.

Il en a été fait dans la colonie différents ouvrages, même des clouds à cheval pour lesquels il peut être employé très utilement étant très doux.

C

THE ST. MAURICE FORGES

From Canadian Archives, *CIIA,* LXIII, 109-110.

Mémoire instructif, des observations à faire par le Sr. Olivier dans la visite des mines de fer de St. Maurice et lieux en dépendans par M. Hocquart

Cet établissement [St. Maurice] consiste en une forge construite à la façon des forges de la nouvelle Angleterre dans laquelle des ouvriers experts pourroient fondre 300 livres ou environ de fer pour 24 heures: le fer sont affine de ces sortes de forges, d'où après la fonte de la mine le fer se tire en loupe et est porté sur l'enclume posée à environ six pieds de distance de la forge. Il y

est mis en barres pareilles à celles qui ont été envoyées l'année dernière à Monseigneur de Maurepas . . . . . .
Fait à Québec le premier septembre, 1735.

D

UNDUE EXPENSE OF CONSTRUCTION

From Canadian Archives, *CIIA*, LXXII, 48.

Octobre, 1739

. . . . . Comme j'ay veu plusieurs forges en France, j'ay remarqué qu'ils avoient fait une maison pour se loger trop belle, qui leurs coûtoit beaucoup, que le ruisseau ne pouvoit fournir de l'eau que pour faire tourner deux roues, et qu'ils avoient fait un battiment pour en contenir six, et plusieurs autres despences . . . . . .

CHAUSSEGROS DE LERY
ingenieur

E

DESCRIPTION OF IRON WORKS

From Peter Kalm, *Travels into North America*, III, 87-89.
Written about 1749.

The iron-work, which is the only one in this country, lies three miles to the west of Trois Rivieres. Here are two great forges, besides two lesser ones to each of the great ones, and under the same roof with them. The bellows were made of wood, and every thing else, as it is in Swedish forges. The melting ovens stand close to the forges, and are the same as ours. The ore is got two French miles and a half from the iron works, and is carried thither on sledges. It is a kind of moor ore, which lies in veins, within six inches or a foot from the surface of the ground. Each vein is from six to eighteen inches deep, and below it is a white sand. The veins are surrounded with this sand on both sides, and covered at the top with a thin mould. The ore is pretty rich and lies in loose lumps in the veins, of the size of two fists, though there are a few which are bear eighteen inches thick. These lumps are full of holes which are filled with ochre. The ore is so soft that it may be crushed betwixt the fingers. They make use of a grey lime-stone, which is broke, in the neighbourhood, for promoting the fusibility of the ore; to that purpose they likewise employ a clay marle, which is found near this place. Charcoals,

are to be had in great abundance here, because, all the country round this place is covered with woods, which have never been stirred. The charcoals from ever-green trees, that is, from the fir kind, are best for the forge, but those of deciduous trees are best for the smelting oven. The iron which is here made, was to me described as soft, pliable and tough, and is said to have the quality of not being attacked by rust so easily as other iron; and in this point there appears a great difference between the Spanish iron and this in ship-building. This iron-work was first founded in 1737, by private persons, who afterwards ceded it to the king; they cast cannon and mortars here of different sizes, iron stoves which are in use all over Canada,[4] kettles, &c. not to mention the bars which are made here. They have likewise tried to make steel here, but cannot bring it to any great perfection because they are unacquainted with the best manner of preparing it. Here are many officers and overseers, who have very good houses, built on purpose for them. It is agreed on all hands, that the revenues of the iron-work do not pay the expences which the king must every year be at in maintaining it. They lay the fault on the bad state of population, and say that the few inhabitants in the country have enough to do with agriculture, and that it therefore costs great trouble and large sums, to get a sufficient number of workmen. But however plausible this may appear, yet it is surprising that the king should be a loser in carrying on this work; for the ore is easily broken, very near the iron-work, and very fusible. The iron is good, and can be very conveniently dispersed over the country. This is moreover the only iron-work in the country, from which every body must supply himself with iron tools, and what other iron he wants. But the officers and servants belonging to the iron-work, appear to be in very affluent circumstances.

F

INCREASING COSTS OF OPERATION

From Canadian Archives, *CIIA*, XCVI, 59-60.

27 8bre 1750

. . . . . Je ne prevois pas que les dépenses de l'entretien de cet

[4] "A Québec, le 15 8bre, 1747. L'article seul des poêles qui ont tous esté vendus et que les habitans retiennent quelques fois avant d'estre coulez, a produit 21,000l. . . . ." Canadian Archives, *CIIA*, LXXXVIII, 87.

établissement puissent diminuer de beaucoup. Les bois s'éloignent toujours, ce qui augmente les prix du transport; j'ay chargé le Sr. Rouville directeur d'en faire une visite exacte pour que je pus sçavoir sur quoy compter, il m'a marqué qu'on doit estre sûr d'avoir du bois dans la seigneure de St. Maurice pour 6 à 7 années au plus, après quoy il faudra en aller chercher sur celle des jésuites qui est de l'autre côté de la rivière, d'où on le tirera en charbon, au moyen de batteaux plats et sur les glaces lorsque la rivière prendra et pour ménager d'autant celuy de la première seigneurie, j'en feray prendre tous les ans une partie sur cette dernière . . . . . .

J'ay été forcé de le mettre à 251. le quintal au lieu de 301. pour en faciliter la défaite. Les négocians qui en font venir de France le donnent encor à plus bas prix, mais le nôtre aura la préférence, si la différence du prix n'est pas considérable et ces derniers seront toujours en état de la donner à meilleur compte que nous . . . .

BIGOT

TILE

From Canadian Archives, *CIIA,* LXIII, 58-59.

13 octobre, 1735

. . . . . A l'égard de l'établissement du fourneau à tuile projetté par le Sr. Des Meloizes, cet officier avoit demandé en France dès l'année 1733 quelques ouvriers. La personne qu'il avoit chargé de luy en envoyer ne l'a point fait. Le hazard en a procuré un l'année dernière au Sr. des Meloizes. C'estoit un engagé venu par les vaisseaux marchands, il l'a trouvé assez au fait pour instruire d'autres ouvriers, il l'a employé l'esté dernier avec succès. Il luy a fait faire quatre milliers de tuiles qui nous ont paru d'une aussi bonne qualité que celles que l'on fait en France, elles sont sonantes, bien cuites et bien moulées.

LUMBER

A

CHARACTER OF WOOD

From P. F. X. Charlevoix, *Journal of a voyage to North America,*[5] 230-233. Written about 1723.

There are two sorts of pines in this country, all of them yield-

[5]There is considerable evidence to the effect that Charlevoix borrowed very extensively from Catalogne's report of 1712 on this subject.

ing a resinous substance very fit for making pitch and tar. The white pines, at least some of them, shoot out at the upper extremity a kind of mushroom, which the inhabitants call Guarigûe, and which the Indians use with success against disorders in the breast and in the dysentery. The red pines are more gummy and heavier, but do not grow to such a thickness. The lands which produce both are not the most proper for bearing of corn; they are generally a mixture of gravel, sand, and clay.

There are four sorts of fir-trees in Canada; the first resembles ours; the three others are the Epinette Blanche and Epinette Rouge or the white and Red Prickly firs, and that called la Perusse. The second and fourth sorts rise to a vast height, and are excellent for masts, especially the white prickly sort, which are also extremely fit for carpenter's work. This grows generally in moist, and black lands, but which after being drained, are fit for bearing all sorts of grain. . . . . .

The epinette rouge [hemlock?] has scarce any resemblance to the epinette blanche. Its wood is heavy, and may be of good use in ship-building, and in carpenter's work. The lands where it grows are a mixture of gravel and clay. The perusse is gummy, but yields not a quantity sufficient to be made use of; its wood remains long in the ground without rotting, which renders it extremely fit for paling or inclosures. The bark is excellent for tanners, and the Indians make a dye of it, resembling that of a turkey-blue. Most of the lands where this tree grows are clayey; I have, however, seen some very thick ones in sandy-grounds, though perhaps there was clay under the sand. . . . . .

They reckon also in this country three sorts of walnut trees, the hard, the soft, and a third sort which has a very thin bark. The hard sort bears a very small walnut, good to eat, but very costive. The wood is only fit for fire-wood. The tender [butternut?] bears a long fruit, as large as those in France, but the shell is very hard. The kernels of them are excellent. The wood is not so pretty as ours; but to make amends it is almost incorruptible in water, or in the ground, and is difficult to consume in the fire. The third produces a nut of the same size with the first, but in greater quantity, and which is bitter, and inclosed in a very tender husk; they make excellent oil of it. This tree yields a sweeter

sap than that of the maple, but in a small quantity. This grows only as doth the soft walnut tree, in the best lands.

The beech is here so plentiful, that whole tracts are covered with them; I have seen them growing on sandy hills, and in exceeding fertile low lands . . . . The wood[6] of it is exceeding tender, and very fit for oars and for shallops. But those of canoes are made of maple. The tree called white-wood [basswood?], which grows amongst maples and the cherry-tree is exceeding plentiful. These trees grow to a great thickness and very strait; very good planks and boards may be made of them, and even staves for dry ware casks. It is soft and easily worked; the Indians peel off the bark of this tree to cover their cabins.

B

MANUFACTURE OF LUMBER

From Canadian Archives, *CIIA*, XL, 81-85. Written 1719.

ETAT DES MATS

Mats appartenant au Roy venus de la Baye St. Paul

Nombre des mâts	Longueur	Diamètre au gros bout	Diamètre au petit bout
1	de 72 pieds	21 pouces	12 pouces
1	de 64	21	13
1	de 64	16	13
1	de 61	19	14
1	de 61	16	13
1	de 61	15	13
1	de 60	19	13
1	de 60	18	12
1	de 56	23	18
1	de 56	16	12
1	de 55	13	9
1	de 54	16	12
1	de 51	12	8
1	de 48	14	10
1	de 47	13	9
1	de 45	12	11
1	de 38	10	8
17			

[6]"Used only for fuel" (Boucher, 1663).

Plançons Provenants des Mats

Appartenants au Roy rebutés à la Baye St. Paul suivant la visite du Me Mâteur, lesquels mâts ont été coupés suivant les longueurs demandées.

Nombre	Longueur	Largeur au gros bout	Largeur au petit bout
1 de	44 pieds	20 pouces	15 pouces
1 de	43	22	15
1 de	40	19	13
1 de	40	19	13
1 de	40	18	14
1 de	40	18	13
1 de	40	18	13
1 de	40	18	13
Total	8 plançons		

Bordages qui ont été faits provenants de mâts rebutés appartenants au Roy.

3504 pieds de 3 pouces depuis 20 pieds jusqu'à 23

3627 pieds de 2 pouces depuis 20 pieds jusqu'à 26

Ce bordage a été scié comme l'a proposé la Me Mâteur.

Planches et madriers du moulin à scie de la Baye St. Paul.

Planches communes d'un pouce franc et de 10 pieds de long	2000
planches larges d'un pouce franc et de 10 pieds de long	1000
madriers de deux pouces et de 10 pieds de long	2500

Du Moulin de François Bouchard:

Planches communes	2000

De celuy de Piere Tremblay:

Planches communes	1200
Madriers	100

De celuy de Michel Tremblay:

Planches communes	200
Madriers	100

BEGON

Fait à Quebec le 14 novembre 1719.

C

EXPORTS OF LUMBER PRODUCTS

From Canadian Archives, *CIIA,* XLIII, 198-200.

Conseil M. Begon

8 octobre 1721

Il [M. de Ramezay] a proposé aux negotians qui ont des vaisseaux en charge de prendre ces bordages à fret, ce qu'ils n'ont pu faire parcequ'ils n'ont point de sabord à l'arrière, à l'égard des planches de sapin ils ont demandé de fret 120 livres de 120 de dix pieds de long et d'un pouce d'épaisseur et à proportion des plus longues et plus épaisses, et 24 sols du pied cube du bordage de chesne d'un pouce et demy d'épaisseur qui auroient pu estre embarqués par le panneau et qu'il trouvoit à acheter 3s 9d le pied courant, ce fret luy a paru si excessif qu'il n'a pas cru devoir en faire charger sur ce pied là.

Les capitaines de ces vaisseaux lui ont représenté que quoy que ce prix leur paroisse à eux mesmes au dessus de la juste valeur, ils ne pourroient tout au plus faire qu'un fret de 4 à 5000 livres. Leurs navires n'estant que de 120 à 140 tonneaux qu'estant obligez d'aller à Rochefort pour y décharger ce bois ce seroit un retardement au moins de trois semaines pour les navires qui iroient désarmer à la Rochelle ou à Bordeaux et qu'on ne peut faire ce commerce qu'avec de grosses fluttes qui ont un sabord à l'arrière.

Il envoye l'Etat du chargement du Chameau . . . . .

119 barils de goldron

Bois du Roy. Il faut qu'a l'avenir les plançons soient d'egale grosseur des deux bouts en donner ordre.

7 mats de 58 à 84 pieds de long 18 à 23 pouces de diamètre au gros bout et 11 à 14 pouces au petit bout

14 matériaux de 34 à 58 pieds de longueur, 10 à 19 pouces de diamètre au gros bout et de 7 à 13 pouces au petit bout

14 plançons de chesne de 21 à 39 pieds de long, 9 à 12 pouces au gros bout et 9 à 12 au petit bout

18 plançons de pin de 30 à 34 pieds de long, 12 à 19 pouces d'épaisseur

2 jats d'ancre de 9 pieds sur 9 pouces

Bois de la fourn de M. de Ramezay.

75 bordages de chesne de 4 pouces

185 bordages de chesne de 3 pouces, faisant ensemble 1914 pieds seize pouces et demy cubes
487 planches de pin de 16 pieds de long

L. A. DE BOURBON

Fait et arresté le 2e Dbre, 1721.

D

CHARACTERISTICS OF VARIETIES OF LUMBER[7]

From Canadian Archives, *CIIA*, XLVI, 10-11.

A Québec 2 novembre 1724

. . . . Les rouges sont de la meilleure qualité et sont seuls propres pour faire du goldron, les blancs sont plus gros et en plus grand nombre mais d'une qualité inférieure aux rouges estant plus branchus et sujets à avoir des brasselets.

Les pinette blanche se trouve plus abondamment et même aux environs de cette ville.

Les capitaines des navires marchands les préfèrent aux pins rouges ou blancs estans plus forts et moins sujets à se rompre parcequ'ils sont pliants, ils sont moins gros que les pins et propres à faire des mats d'hune de 55 pieds de long avec leurs proportions, des vergues, et des mats de petits navires.

Le S. de Tilly et le me. charpentier ont été aux environs d'icy faire la visitte de ces pinières, ils en ont fait couper et ils les jugent de meilleure qualité que le bois de pin.

VAUDREUIL BEGON

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[7]A description of epinette is given in a later extract. "20 octobre 1727. . . . . L'épinette d'icy est un bois qui plie aisément et sans risque, il a donné infiniment au tangage et ne rompt point. Si par malheur on y laisse de l'aubelle, son aubelle ne pourit pas, bien entretenu de goldron. Il est excelent. Il ne disconvient que pour le bordage, parcequ'il tourmente beaucoup et sort de sa place; mais il paroist que pour la masture on auroit lieu d'en estre content." Canadian Archives, *CIIA*, XLIX, Pt. 2, 427. Ash was also used in shipbuilding: "A Quebec 7 octobre 1744. . . . . J'ay obmis, Monseigneur, de vous informer dans le temps que j'avois fait employer dans la garniture du Canada et du Caribou, une autre espèce de bois qu'on appelle icy fresne métif, ou fresne à bouquet; ce bois a paru moins sujet à se fendre et à se gerser que le bois d'orme."—*ibid.*, LXXXI, Pt. 2, 380.

E

WASTE OF TIMBER

From Canadian Archives, *CIIA*, XLVIII, 269.

Le 21 Oct. 1726

. . . . Les habitans de ce pais qui n'ont jusqu'à présent défriché que par des brûlaisons, ont abusé de ces avantages et n'en ont point usé. Les plus beaux chênes consumés par le feu, au lieu qu'ils devroient estre déracinés pour tomber avec leur teste et leur racine, ne laissent à celuy qui défriche sa terre après la perte de son bois, qu'un travail insuportable à en tirer les racines qu'il arrache par morceaux ou qu'il laisse pourir dans la terre, lesquelles luy eussent fourny des bois torts, si précieux pour la construction, de même qu'il eut tiré de pareils bois des branches et du tronc de ces arbres pour les navires, pour les maisons ou pour le mérein.

Il en est de même des pins propres à faire des mâts; on les laisse perdre, on ne les ménage pas de loing par destination. Il en est de même des bois à faire le goudron, d'où par des incisions dont on ne connoist pas icy la pratique, on eût tiré par année pendant un long temps un revenu considérable avant que de tirer le goudron et de les condamner au feu.

DUPUY

WASTE FROM SETTLERS' FIRES

From Canadian Archives, *CIIA*, XLIX, Pt. 2, 324-327.

Sur les affaires généralles de la colonie

20 octobre, 1727

. . . . Quoy qu'il en soit ces gens qui pour déserter dix arpens qu'ils veulent labourer n'auroient besoin que de dix autres arpens découverts parceque le rayon du soleil plongant sur la terre et ne la rasant point rien n'oblige de faire cent arpens de découvert pour en cultiver dix. Ces gens, dis-je commencent à jeter leurs arbres bas à la cognée à la hauteur de leurs bras et quand tout est à terre sans se mettre en peine de débiter ny le bois de corde ny le bois d'équarissage sans prendre le bois fourchu de la tête de l'arbre ny le bois tort de ses racines de même que si ces arbres n'étoient d'aucun usage au monde, et qu'eux mêmes n'en deussent jamais avoir besoin ils mettent le feu partout et pour défricher une concession dont ils ne cultiveront pas la dixième partie ils mettent en risque non seulement toutes celles de leurs voisins, font courir ces

feux sur près de deux ou trois mille arpens, y bruslent comme cela s'est veu quelque fois les habitations, les eglises, les granges, les maisons qui s'y trouvent envelopez.

. . . . Que résulte-t-il de ce désordre qui détruit pour toujours des bois qui eussent été excellens pour la construction; qui détruit tout le bois de chauffage qui fait exaller en fumée tout le gaudron qu'on en auroit pu tirer; qui, en un mot, met en cendre des biens immenses et des matières dont on manquera bientôt en Canada, tant par l'éloignement de ce qui restera de forets que par la perte effective de l'espèce . . . . . .

. . . . . Ces arbres abatus sensément leur donneroient les bois de branchage qu'on néglige totalement icy ou l'on ne sçait ce que c'est que les fagots pour chauffer les fours, le branchage le plus fort leur eut fait le bois de corde, la tige de beaux bois d'équarissage, du mérein de bonne qualité, les bois tors et fourchus se fussent trouvés dans la tête et dans les racines et l'on ménageroit ces bois si précieux pour la construction et la matière.

DUPUY

G

BAD PREPARATION OF LUMBER

From *ibid.*, 16. 20 octobre 1727

Bois. — Leur exploitation

Causes des plaintes qu'on a faites contre eux.

L'irrégularité avec laquelle on a jusqu'à présent exploité les bois sans observer les lunes n'y les saisons, le peu d'attention à les peler à propos, à les faire sécher et à les tenir en chantier de façon qu'ils perdent leur eau sans s'échaufer, peuvent être regardés comme la cause des plaintes qu'on a faites jusqu'à présent sur la qualité des bois de ce pais cy.

BEAUHARNOIS
DUPUY

H

ADVANTAGES OF MONTREAL FOR LOCATION OF SHIPYARD

From Canadian Archives, *CIIA*, LV, 219-221.

Mémoire du Sr. Malhiot sur la colonie du Canada

8 octobre, 1731

Le chantier ne le peut établir plus commodément ny plus avantageusement, qu'en l'isle de Montréal, la meilleure qualité de bois de

chesne se trouvant en cette isle et dans ses environs outre que le transport qu'il en faudroit faire si l'on construisait à Québec seroit très difficile car cette qualité de bois étant massive et ne flotant pas, on ne pouroit le faire descendre en ras-d'eau qu'en le mêlant avec une quantité d'autre bois léger qui coûteroit beaucoup et tomberoit ensuitte en pure perte, ou dans des bâtiments faits exprès qui deviendroient inutils sy l'entreprise n'avoit pas de suitte, ainsy ces sortes de dépences qui enchériroient le bois de chesne de moitié, ne conviennent pas pour un essay, et c'est la seule raison qui pouroit faire manquer la réussite d'une entreprise si avantageuse.

Les personnes d'un sentiment opposé pouroient objecter la difficulté qu'il y auroit à conduire les vaisseaux de Montréal à Québec, mais il n'y en a aucune, en les faisant descendre allège, puisque dans tout le cours des mois de may et juin il se trouve vingt pieds d'eau dans les lieux les moins profonds de la route.

MALHIOT

I

TECHNIQUE OF LUMBERING

From Canadian Archives, *CIIA,* LXXIV, 206-211. Written 1740.

Mémoire pour servir d'instruction à David Corbin maitre charpentier entretenu en ce port dans l'exploitation des bois, qu'il doit faire l'hyver prochain à l'Isle Perrot, Isle de la pais, Quinchien, Carillon, les Rivières à la Raquette et à la Graisse et depuis le lieu appellé la Mission en remontant la Pointe Claire jusques au bout d'en haut de l'Isle de Montréal. . . . .

3. Il observera de ne couper que des chesnes blancs, si cependant il se rencontroit quelques belles pièces de gabarit en chênes gris, il ne les négligera point.

4. . . . . tout ce qu'il trouvera de belles pièces d'êtraves, brions, genoux de fonds, varangues acculées, guirlandes, courbes de laison et autres de cette espèce.

5. Il a l'expérience de la difficulté qu'il y a de conserver les belles têtes d'arbres lorsqu'on les abat dans les temps des fortes gelées; il doit faire ensorte d'abatre dans le cours du mois d'octobre jusques à la fin de novembre au plus tard tous les chesnes qui doivent fournir les bois du navire, sauf à façonner les pièces de suite dans le cours de l'hyver.

6. . . . . Il est bon que les pièces essentielles soient doubles et triples.
7. Il coupera des bois en nombre suffisant pour des gournables.
8. Il est à propos qu'il fasse exploiter quelques milliers de mérain . . . . . Nous luy remettons à cet effet l'extrait des proportions des longailles et fonçailles pour les pièces de 4: 3: et 2:; le millier est composé de mille longailles et 500 fonçailles . . . . . .
21. Il prendra d'avance toutes les connoissances qu'il poura pour assurer au moyen des cajeux la descente des bois soit par le Sault St. Louis ou par le Sault des Récolets, et il nous en rendra compte. Fait et donné à Quebec le vingt trois septembre, 1740.

J

EFFECTS OF WINTER CLIMATE ON SAWMILLS

From Canadian Archives, *CIIA*, LVII, 126.

18 octobre 1732

. . . . . Mais les glaces ont esté si épaisses l'hyver dernier dans la rivière où ses moulins [timber] sont establis, qu'ils ont esté oisifs pendant six mois . . . . .

BEAUHARNOIS
HOCQUART

K

FLOATING LOGS DOWN CHAMBLY RAPIDS[8]

From Canadian Archives, *CIIA*, LXVII, 77. Written 1737.

Réponse au mémoire du Roy

Ces bois descendant sans risques en petits cajeux jusques au dessus du rapide de Chambly en prenant neantmoins la saison des hautes eaux qui est le printems, et là on en forme de grands cajeux qui descendent jusques à Québec. Non signé.

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[8]"A Quebec le 19 Fbre 1746. A la premiere occasion, on fera miner les grosses roches du rapid de Chambly, les eaux ayant ete tres hautes ce printemps, ces roches n'ont point nui a la descente des bois. . . . ." Canadian Archives, *CIIA*, LXXXV, 10-11.

L

CARELESSNESS IN HANDLING TIMBER

From Canadian Archives, *CIIA*, LXXIII, 65-66.

A Québec le 30 septembre 1740

. . . . Tels sont entre autres le manque de précaution de la part des charpentiers de ne pas jetter bas avant les grandes gelées les arbres qui leur estoient nécessaires, il est arrivé qu'aux mois de janvier et février ayant voulu faire cette opération, les arbres en tombant se brisoient et s'éclatoient comme une matière fragile, les têtes qui devoient fournir les plus belles pièces se sont fracassées et c'est avec beaucoup de peine qu'ils ont pu façonner quelques pièces de bois tors en chêne et que dans la crainte d'en manquer les Le Vasseur ont eu recours au bois d'orme dans les Isles des environs de Montréal dont il y a eu cependant peu de pièces employées dans les fonds de la flute, ce qui en reste sera utilement employé aux ouvrages de poulies.

. . . . Le même inconvénient sembloit annoncer que tous ces bois devoient estre gras et cassants; les bordages sont plus liants que ceux de chênes blancs, mais la qualité que les chênes gris ont d'estre poreux fait qu'ils s'imbibent plus facilement et par conséquent jls sont plutost saisis par la gelée que les autres bois dont le grain est plus serré, et c'est ce qui peut les faire casser lorsqu'ils sont coupez dans le temps des fortes gelées, pardonnez moi, Monseigneur, ces réflexions . . . .

HOCQUART

M

DEFECTS OF TIMBER

From Canadian Archives, *CIIA*, LXXV, 353-354.

2 octobre 1741

. . . . Il s'est trouvé néantmoins quelques pièces gelives dans le coeur, c'est le vice le plus commun, il y en a très peu de gatées par la pourriture, nous avons même remarqué que les noeuds les plus suspects n'avoient, pour l'ordinaire, point de suite. Les gelivures dans les pièces de bois tors ne tirent pas tant à conséquence que celles qui se rencontrent dans les bordages, on a eu attention dans la recette qui a esté faite de ceux cy de diminuer autant sur l'épaisseur que ces gelivures estoient profondes. La main d'oeuvre à la vérité en est un peu plus coûteuse que si les bordages estoient exempts de ce vice . . . . .

BEAUHARNOIS, HOCQUART

N

DISCOVERY OF NEW LIMITS

From Canadian Archives, *CIIA*, LXXXI, Pt. 2, 297-298.

Sorel, le 6 mars 1744

Extrait d'une lettre du sieur LeVasseur à M. Hocquart . . . .

. . . . . Le charpentier que j'ay mené avec moy, m'a aydé à faire la visite des chesnes et abbattre des arbres d'une nouvelle qualité pour mâture, beaucoup au dessus des pins rouges. Le malheur est qu'ils ne sont pas en grande quantité, mais j'espère en tirer des mâts de hune, pour tous les vaisseaux que je construiray, et peut estre d'autre mâture aussy. Le grain en est extrêmement fin, et plus il approche du coeur, plus il est serré. Je vous en porteray des échantillons. Vous n'avez pas vu de bois du nord si fin n'y si gommeux, je crois qu'il pèze plus, mais avec un huitième moins d'échantillon, je le guarantiray toujours beaucoup plus fort que le bois du nord. Nous pourrons en faire l'épreuve contre le pin rouge, le bois s'appelle ciprès en ce pays, mais il ressemble peu à celuy d'Europe. C'est Joseph Corbin qui les a découverts, dans la nouvelle pinière de la rivière Senaranac ou au Roignon, près du cap Scononton. Il s'en trouve aussy quelques uns à Missiskoui. J'auray l'honneur de vous informer de bouche, des particularités de cette pinière dont les arbres de pin rouge sont très hauts, sans branches, du diamètre de 24 à 30 pouces et de très bonne qualité, ceux qui se trouvent plus forts sont malfaits . . . . . .

LE VASSEUR

O

NEGLECT IN HANDLING TIMBER FOR BOATS

From Canadian Archives, *CIIA*, XCVI, 15.

9 8bre 1750

. . . . J'ay vu, Monseigneur, les observations que l'on a fait à Brest sur la mauvaise qualité des bois du Caribou [boat]; je suis persuadé que si on eut pris quelques précautions pour leur conservation avant de les employer, on en auroit été plus content. Les bois restent dans ce port exposés aux jnjures du temps pendant deux ou trois ans; jls sont couverts de neige pendant 6 ou 7 mois qui les échauffe et ils sont pénétrés d'eau au printemps quand elle fond, le soleil les darde ensuitte, jl n'est pas possible qu'ils ne s'en trouvent altérés . . . . .

BIGOT

P

LOSS THROUGH FIRE

From Canadian Archives, *CIIA,* XCVIII, 9-12.

Québec le 15 octobre 1752

Le meilleur qu'on pourroit former seroit d'obvier aux feux qui courent presque tous les étés dans ces bois, ce qui n'est pas possible par l'étendue de la colonie; les sauvages lui les parcourent sont en partie la cause de ces incendies et particulièrement cette année qu'ils ont été remplis de gens qui cherchoient du Gin-seng. . . . . .

Il doit encore avoir attention à ce que personne ne coupe de chesne ni mâture de pins cyprès et rouges sans une permission par écrit de Monsieur l'Intendant, ce dont il pourra s'informer dans ses tournées.

Cet ordre a toujours eu lieu et il n'en accorde la coupe que pour des usages utiles et en plus grande partie de construction.

DUQUESNE BIGOT

Q

NECESSITY OF CONSERVATION

From *ibid.,* 393-394.

Mémoire concernant la conservation des bois en Canada

1er 7bre 1752

Les bois du Canada sont propres au chaufage, à la charpente, à la menuiserie et à la construction des vaisseaux . . . . . Le bois de chaufage est absolument nécessaire en Canada; dans le commencement de l'établissement de cette colonie, on n'a pas assez pris de précautions pour en conserver à portée des villes; ce qui le rend aujourd'huy très cher, parcequ'on est forcé de le tirer de fort loin, il seroit à propos d'obliger les habitans de laisser une partie des bois debout dans les terres qui leur sont et seront concédées, et même d'empêcher que sous prétexte de deffricher les terres ils n'abattent les bois avant que l'inspecteur aye fait sa visitte pour juger s'il y auroit des arbres propres à la construction des vaisseaux ou à d'autre usage.

On coupe des pins, des épinettes et autres bois pour la charpente et la menuiserie, cette partie est d'un certain objet pour la colonie soit pour les battimens du pais soit pour le commerce qu'elle en

fait avec les Isles de la Martinique et de St. Domingue. Il seroit dangereux de permettre à tout le monde indifféremment de couper de ces bois sans l'avis de l'inspecteur . . . . . .

LE VASSEUR

R

IMPORTANCE OF MASTS

From Canadian Archives, *CIIA*, XCIX, 473-474.

15 octobre 1754

Mémoire sur les mâtures

Pour tirer des mâtures de Canada, il faut être prévenu d'une année d'avance, afin de pouvoir les couper et voiturer au bord du lac pendant l'hiver. On profite alors des crues d'eau causées par la fonte des neiges, pour les descendre au printemps; et les faire sauter les rapides par lesquels ils doivent passer. Ces mats pourront se trouver de l'échantillon de 20 à 22 pouces, en diminuant jusqu'aux matériaux; ils serviront pour mâts de hune des vaisseaux de 50 à 70 canons, il se trouvera toujours dans chaque exploitation des mâts dont l'échantillon ne répondra pas à la longueur, mais ils pourront servir de mèche et à bien d'autres usages. Quand aux moyens mâts, ils sont communs, et les fréquentes visites que j'ay fait dans les bois, m'ont mis à portée de savoir que l'on pourroit faire un chargement de mâts des espèces cy dessus mentionnées pendant plusieurs années; et pendant que ces transports se feront, nous serons occupés à découvrir de nouvelles contrées qui nous en fourniront à mesure que nous dégarnirons les pays connus.

LE VASSEUR

MANUFACTURE OF BEAVER HATS

From Canadian Archives, *CIIA*, LXIII, 62-64.

Oct. 13, 1735

. . . . La fabrique des chapeaux à demi-foulés et autres fabriqués à Québec pour les faire passer en France pouroit devenir par la suite un objet considérable qui ruineroit le privilège de la Compagnie des Indes, et les manufactures de chapeaux en France rien ne nous paroist plus nécessaire que d'empescher et de prévenir ces inconvéniens. Cependant sur l'ordre que Sa Majesté nous donne en général d'empescher toute sorte de fabrique de chapeaux et de faire détruire tous les établis pour fouler, nous suplions Sa Majesté

d'agréer ces très humbles représentations que nous avons l'honneur de luy faire à ce sujet. Il n'y a que le nommé Cotton, Receveur de la Compagnie des Indes à Québec, et les nommes Hupe et Chamfour à Montréal qui fabriquent environ 12 à 1500 chapeaux de castor par an. Ces trois ouvriers ont un ou deux compagnons chacun, une si petitte fabrique ne peut faire un objet considérable, et la deffense que nous aurions faite de fabriquer aucuns chapeaux auroit absolument privé trois familles de toutes ressources pour vivre sans pouvoir les dédommager. Le Sr. Cotton n'ayant que 4001l de gages de la compagnie des Indes, et les deux autres estant de simples ouvriers. Nous avons donc cru pouvoir attendre de nouveaux ordres de Sa Majesté et cependant pour concourir et maintenir les manufactures du Royaume et pour ne donner aucune atteinte aux règlements faits en France pour lesdites manufactures, nous avons sans le bon plaisir de Sa Majestsé fait seulement deffense de sortir aucuns chapeaux de cette colonie sous les mêmes peines portées contre ceux qui font sortir du castor en fraude, ainsy qu'il et expliqué dans l'ordonnance que nous avons rendue en commun dont copie est cy-jointe que nous suplions Sa Majesté d'approuver . . . . .

PROHIBITION OF HAT INDUSTRY

From Canadian Archives, *Collection Moreau St. Mery*, X, 423-424.

Ordonnance 6e septembre 1736

Sur le compte que nous avons rendu à Sa Majesté des deffenses que nous fîmes l'année dernière en exécution de ses ordres aux chapeliers établis en cette colonie et à tous autres personnes de quelque condition qu'elles fussent, de faire sortir de ce pays et d'envoyer en France ou partout ailleurs aucune espèce de chapeaux. Sa Majesté auroit juge à propos pour le maintien des manufactures du Royaume et pour le bien du commerce en général, de nous envoyer de nouveaux ordres non seulement pour empescher cette sortie, mais encore pour deffendre toutes fabrications de chapeaux de quelqu'espèce que ce soit, et de faire détruire en conséquence les établis à fouler qui se trouvent en ce pais.

NOUS, en exécution des ordres de Sa Majesté, faisons très expresses inhibitions et deffenses à toutes personnes de fabriquer aucune espèce de chapeaux dans cette colonie, sous les mêmes peines pronouncées contre ceux qui font le commerce étranger . . . . .

XLII

LABOUR

Following the development of industry, labour was employed on a large scale, especially in Quebec. Wages were paid on a definite basis by the government although they were largely influenced by local rates. The problem of bringing skilled labour from France to build up various industries was serious. High wages were necessary and desertion to New England was a cause of complaint. The garrison supplied a number of trained men under more favourable circumstances.

WAGES IN THE FISHERY

Engagement de Gabriel Amiot, demeurant en la ville de Québec, à Jean Gatin dit Saint-Jean, marchand, aussi de Québec, pour faire la pêche à la morue la présente année (*Rivet,* 15 *janvier,* 1717).

Pardevant le nore Royal en la prévosté de Québec y résidant soussigné fut présent Gabriel Amiot demeurant en cette ville de Québec, lequel s'ést volontairement engagé au sieur Jean Gatin St-Jean marchand en cette dite ville à ce présent et acceptant qui l'a pris et retenu à son service pour faire la pesche à la morue la présente année à l'endroit qui luy sera indiqué, et le servir en honneste homme avec toutte la fidélité requise en tout ce qu'il luy commandera et ceux qui seront par luy préposés à cet effet; cet engagement ainsy fait à la charge par le d. sieur Gatin de nourir le d. Amiot, de luy fournir les ustancils nécessaires à sa personne pour faire la d. pesche: Et outre ce de luy payer pour ses gages et salaires la somme de soixante livres du pays par mois, qui commenceront à courir au premier may prochain, auquel jour il sera tenu de se rendre au service du d. sr Gatin, Et continueront jusqu'à son retour du d. voyage en cette ville, sur quoy il reconnaît avoir reçeu par avances du d. sr Gatin la somme de cent livres dont il le quitte et décharge, car ainsy a esté convenu sous l'obligation etc renonçant etc.

WAGES AT QUEBEC

From Canadian Archives, *CIIA,* LXXI, 153-154.

A Québec, 11 8bre, 1739

. . . . J'ay eû l'honneur, Monseigneur, de vous prévenir en differents temps de la chèreté des journées d'ouvriers. Les meilleurs sont payez par les marchands à 3ll. par jour pendant l'esté; j'ay réglé et ce n'a pas esté sans peine, leurs journées au service du Roy à

raison de 50s: à l'exception néantmoins d'un ou deux servant de contremaîtres auxquels il conviendra de donner quelque chose d'augmentation, mais le prix de 50s: sera reduit pour les journées d'hyver à compter du 15 de ce mois jusqu'au premier avril à 40s. Les moindres ouvriers et les compagnons seront payez à proportion; les journaliers à 30s: pendant l'esté et à 20: et 25. sols pendant l'hyver.

Il y a un avantage qui peut diminuer l'objet de ces journées, c'est que les ouvriers employent icy leurs temps assez fidellement, qu'il est d'usage qu'ils se rendent au travail avant le soleil levé et qu'ils ne s'en retirent que longtemps après qu'il est couché . . . .

HOCQUART

XLIII

INTERNAL TRANSPORT

Water transport continued to be of first importance, and the St. Lawrence remained the great route. Its limitations, however, became increasingly serious with the increase in population and the development of industry. A main road was consequently built along the north shore from Quebec to Montreal. In addition, various branches of road were put down. With the increase in the size of the towns, municipal regulations as to streets became more important.

REGULATION AS TO FIRE AND STREETS

From Canadian Archives, *Collection Moreau St. Mery,* X, 256-258.

Ordonnance

8 juillet 1721

. . . . Nous ordonnons que lesdits règlement et ordonnance seront exécutés selon leur forme et teneur, ce faisant que tous les bourgeois et habitans seront tenus de courir au feu aussitôt que le tocsin sonnera et d'y porter chacun une hache et un sceau à peine de 6ll d'amende, comme aussi qu'ils auront chacun chés eux une échelle en bon état sur les toits de leurs maisons et une dans leur cour de la hauteur de rez de chaussée au toit à peine de 3ll d'amende et qu'ils feront ramoner dans l'hyver au moins une fois, par chaque mois, leurs cheminées et dans l'été tous les deux mois à peine de 2ll d'amende. Ordonnons en outre que chacun desdits propriétaires sera tenu d'avoir dans le grenier de sa maison deux perches de la grosseur de 4 pouces de diamètre et d'une longueur proportionnée

la hauteur du faite du grenier percées de distance en distance pour y mettre des chevilles, qui débordent des deux côtés et s'en servir en guise de bélier à faire sauter les toits en cas d'incendie à peine de 3ll d'amende; que les décombrements qui seront tirés des maisons incendiées et ceux qui proviendront des autres maisons qui seront dans la suite bâties en cette ville serviront pour relever et affermir les rues, et à cet effet seront tenus les propriétaires à peine de 3ll d'amende de les faire transporter dans les endroits qui leur seront indiqués par lesdits officiers de police qui observeront que ces déblays soient répandus en talus des deux côtés de la rue pour former au milieu un ruisseau qui ait la pente nécessaire pour l'écoulement des eaux; que jusqu'à ce que les rues soient pavées, lesdits propriétaires des maisons et emplacemens seront tenus à peine de 10ll d'amende de mettre chacun le long de leurs maisons et emplacemens des banquettes de bois de 4 pouces d'épaisseur et d'un pied de large au petit bout à 2 pieds de distance desdites maisons et emplacemens et feront remplir le vuide de pierrotages, déchet de chaux ou déblay de maisons, en sorte que les banquettes, compris le pierrotage ayent trois pieds de large, si mieux n'aiment lesdits propriétaires faire paver lesdits espaces de trois pieds et au surplus ordonnons que lesdits règlement et ordonnance seront exécutés selon leur forme et teneur et sous les peines y portées . . . .

BEGON

CLEARING SNOW FROM ROADS[9]

From *ibid.*, 401-402.

Ordonnance

30 novembre 1726

Les chemins étant impraticables en cette saison à cause de la grande quantité de neiges qui tombent tant sur la terre que sur les rivières et ruisseaux lorsque les glaces les ont arrêtés qui font que les voiageurs seroient dans des risques continuels de se perdre si les chemins n'étoient pas suffisamment balises, à quoi étant nécessaire de pourvoir, nous ordonnons aux habitans des côtes des Gouvernements de Québek, les Trois Rivières et Montréal dont les habitations se trouveront sur les grands chemins de les baliser,

[9]On the subject of roads see *Inventaire des proces-verbaux des grands voyers conservés aux Archives de Québec,* par P.-G. Roy (Beauceville, 1923).

chacun suivant l'étendue de son habitation, en sorte que les voiageurs ne puissent courir aucun risque de se perdre et ce à peine de 10ll d'amende contre chacun des contrevenans, applicable aux fabriques des paroisses sur lesquels passent lesdits grands chemins et pour parvenir plus aisément à fraier le chemin entre lesdites balises, nous ordonnons de plus à toutes personnes de quelque qualité et condition quelles soient de faire tous les matins, et à chaque bordée de neige qui tombera, aller et venir leurs bestiaux et faire battre le chemin par les dits bestiaux entre les balises posées le long de leurs habitations. Défendons à aucun particulier d'arracher ou enlever aucune desdites balises posées le long des chemins, sous peine de punition corporelle et d'être punis comme voleurs:

DUPUY

REGULATION KEEPING SWINE OFF STREETS

From Canadian Archives, *Collection Moreau St. Mery,* XI, 539.

7mai, 1731

Une de nos principales attentions étant de faire observer une exacte police dans cette ville et de tenir la main à l'exécution des règlements qui ont été faits à ce sujet et étant informés qu'une contravention auxd. règlemens plusieurs bourgeois et habitans de cette ville laissent vaguer par les rues les cochons qu'ils élèvent chez eux lesquels produisent non seulement beaucoup d'immondices et d'infections mais même pouroient causer des accidents auxquels il est important de remédier, nous avons estimé nécessaire de renouveller la publication desd. règlemens. A ces causes nous défendons à toutes personnes de quelque qualité et condition qu'elles soient de laisser vaguer leurs cochons dans les rues de cette ville 4 jours après la publication de la présente ordonnance. HOCQUART

THE ROAD FROM MONTREAL TO QUEBEC

A

From Canadian Archives, *CIIA,* XLIX, Pt. 2, 421-422.

20 octobre 1727

Il n'y a point de chemin établi par terre de Québec à Montréal, c'est une grande incommodité et un obstacle à l'établissement de la Colonie, il faut quelque fois selon les vents un mois entier pour l'allée et le retour de Montréal . . . . . DUPUY

B

From Canadian Archives, *CIIA*, LXIV, 110-114.

Québec, le 31 octobre, 1735

. . . . Je vous ay informé l'année dernière que je devois aller sur les glaces au commençement de l'hiver de Québec à Montréal pour faire tirer aux habitants les bois nécessaires pour le rétablissement et construction des ponts qui restoient à faire dans le grand chemin et ceux propres pour la construction des bacqs qui devoient estre mis sur les rivières de la Prairie, de l'Assomption et des Trois Rivières; ce dernier est en bois tors, il y en a actuellement huit de faits.

J'ay fait faire tous les ponts et en ay ordonné un sur la rivière Saint-Pierre dans l'Isle de Montréal qui estoit très nécessaire pour le transport des effets de Sa Majesté dans les postes d'en haut et pour ceux des voyageurs qui y montent, qui estoient sujets très souvent à estre mouillés, quand ils passoient en charette cette rivière surtout dans les grosses eaux.

Les chemins sont présentement faits de façon que les voitures peuvent rouler d'une coste à une autre. J'ay descendu cette année au mois d'Aoust dernier en chaise en quatre jours et demi de Montréal à Québec.

J'ay dans mes voyages pour l'embellissement et décoration de la ville des Trois Rivières et pour l'utilité et bien public élargi les rues de douze pieds, et les ay mis en ligne, elles n'avoient que douze pieds de large et deux charettes n'y pouvoient pas passer de front. . . . . Dans les visites que j'ay faites dans la ville de Québec j'ay remarqué, Monseigneur, que pour son embellissement, décoration et pour l'utilité publique, il seroit nécessaire de paver la basse ville dont les rues sont impraticables quand il pleut et à la fonte des neiges du printems, par les boues et vuidanges qui y séjournent, qui en outre leur incommodité d'y pouvoir marcher, pouroient causer des maladies par les mauvaises exhalaisons. Ces rues ont leur pente naturelle vers le fleuve et en obligeant chaque propriétaire à faire paver devant leur emplacement, ce ne seroit pas d'un grand coût pour chacun et le public en tireroit de grands avantages.

J'ay déjà sondé les esprits d'une grande partie des bourgeois sur la nécessité qu'il y avoit de paver la basse ville, plusieurs ont même présenté requeste à M. l'Intendant à cette fin qui me donna ordre de tirer le niveau des rues, ce que j'ay fait.

. . . . Le grais pour paver se trouve à la coste de l'Ange Gardien à trois lieues de Québec où les barques vont le prendre de la coste sans beaucoup de frais et cet ouvrage qui paroist en général un projet considérable en seroit un petit pour chaque particülier . . . . .

Je suis etc

LANOULLIER DE BOISCLER

C

From Canadian Archives, *CIIA,* LXVI, 8. Written Quebec Oct. 7, 1736.

Le Sr Boiscler, grand voyer, a fait ses tournées à l'ordinaire pendant l'esté pour perfectionner les grands chemins et particulièrement celuy de Québec à Montréal que l'on commence à fréquenter, Les habitations de long du lac se multiplient, plus de cinquante nouveaux habitans se sont établis, depuis deux ans sur ce chemin du côté du lac, et dans peu d'années ce quartier de la colonie sera tout établi. . . . .

HOCQUART

NEW ROADS

From Canadian Archives, *CIIA,* LXXII, 48.

29 octobre 1739

. . . . . J'ay tracé et fait faire au commencement de l'esté un chemin de charette pour aller de la Prairie de la Magdelaine au fort de Chambly, ce chemin sera avantageux pour le service par la communication qui par ce moyen devient aisé de Montréal à ce fort et qui pourra procurer par la suitte la culture des terres du long de ce chemin qui sont très bonnes. M. Hocquart sy est rendus en calèche cet esté et s'est servi de la même voiture pour se rendre à Montréal . . . . . .

LA NOULLIER DE BOISCLER

WATER TRANSPORT

A

IMPROVING THE RIVER BED

From Canadian Archives, *CIIA,* LXXVI, 32-33.

28 8bre 1741

. . . . J'ay eu attention de faire nettoyer dans la belle saison le chenal de la petite rivière en faisant enlever plus de 30 grosses roches pour assurer d'autant mieux la route du navire jusques dans la rade

lorsqu'il en sera question; l'opération s'est faite à peu de frais au moyen des deux gabarres du Roy, sur chacune desquelles estoit frapée une espèce d'élingue de fer à trois pattes mobiles autour d'un essieu; la marée montante a fait elle seule tout l'effort, le poids de quelques unes de ces roches montoit à plus de 25 milliers . . . .

HOCQUART

B

CHARACTER OF BOATS

From Peter Kalm, *Travels into North America*, 115-116. Written about 1749.

The boats which are here made use of are of three kinds. 1. Bark-boats, made of the bark of trees, and of ribs of wood. 2. Canoes, consisting of a single piece of wood, hollowed out, which I have already described before. They are here made of the white fir, and of different sizes. They are not brought forward by rowing, but by paddling; by which method not half the strength can be applied; which is made use of in rowing; and a single man might, I think, row as fast as two of them could paddle. 3. The third kind of boats are Bateaux. They are always made very large here, and employed for large cargoes. They are flat-bottomed, and the bottom is made of the red, but more commonly of the white oak, which resists better, when it runs against a stone, than other wood. The sides are made of the white fir, because oak would make the Bateau too heavy. They make plenty of tar and pitch here.

XLIV

EXTERNAL TRANSPORT

The voyages between France and New France were still of uncertain length and occasionally the king's vessels arrived so late that goods could not be forwarded to Niagara in the same year. On the narrow channel below Quebec various improvements were made to facilitate the safe arrival of the vessels. Soundings were taken and landmarks were cut.

LATE ARRIVAL OF VESSELS AT QUEBEC

From Canadian Archives, *CIIA*, LIV, 122.

Oct. 12, 1731

Vous devez estre informé, Monseigneur, que quand le vaisseau de Sa Majesté n'arrivoit qu'à la fin d'aoust ou au commencement

de septembre, l'on tomboit assez souvent dans l'inconvénient de ne fournir les postes que l'année suivante longtemps après l'ouverture de la navigation. Les sauvages ne trouvant point alors leurs besoins alloient encore bien plus facilement se pourvoir chez les Anglois.

BEAUHARNOIS, HOCQUART

SOUNDING THE RIVER

From Canadian Archives, *CIIA*, LV, 90.

Canada, 16 may, 1731

Mr de la Richardière et le Sr. Dise, un des pilotes du Héros resté à Québec partent aujourdhuy sur la petite goelette du Roy, pour sonder la rivière, tant du costé du Nord que du coste du Sud, et y faire toutes les observations nécessaires pour conduire les vaisseaux du Roy en seureté; . . . . . .

HOCQUART

DIFFICULTY WITH ADVERSE WINDS

From Canadian Archives, *CIIA*, LXIV, 12.

Québec, le 2 septembre 1735

. . . . Il arriva le 22 du mois passé au Cap Tourmente, mais les vents favorables lui ayant manqué depuis ce temps, il n'a pu avancer précisément que jusqu'au pied de la traverse en deçà de Québec où les vents de S.O. le retiennent. J'espère que les vents de N.E. qui viennent ordinairement avec les grandes Malines l'amèneront incessamment en cette rade . . . . .

HOCQUART

LATE ARRIVAL OF VESSELS

From Canadian Archives, *CIIA*, LXV, 34.

12 octobre 1736

. . . . Il est arrivé l'année dernière que le vaisseau du Roy arriva si tard que les munitions destinées pour la traitte restèrent au fort Frontenac. Le batteau qui les transportoit de ce fort à Niagara ayant esté obligé de relâcher à cause des mauvais tems et de la saison avancée. Il est à souhaiter que le vaisseau du Roy puisse arriver toutes les années asses tost pour que l'envoy de ces munitions puisse se faire dans les postes dans la même année et que les traittes n'en souffrent point.

BEAUHARNOIS, HOCQUART

IMPROVEMENT OF THE TRAVERSE

From Canadian Archives, *CIIA*, LXVII, 6.

Québec, le premier octobre 1737 . . . . Il y avait longtemps que cet officier nous avait parlé d'ouvrir une avenue à travers le bois sur l'Isle aux Raux; cette avenue a esté faite à l'arrivée du vaisseau du Roy en présence du S. La Richardière et des pilotes de Rochefort qui ont donné l'alignement. C'est un amets invariable pour passer la traverse aujourd'huy en gouvernant sur le milieu. Elle est de 100 pieds de largeur sur 1000 de longueur . . . . .

BEAUHARNOIS et HOCQUART

XLV

INTERNAL TRADE

The staple export of furs had a pronounced influence on trade in the colony. Fluctuations in quantity and in value disturbed the balance of exchange and prices reacted accordingly. Wars brought further disturbance in inflation and in the price level. Internal trade was subject to embargos and regulations which varied from weights and measures to provision against regrating. On the other hand requests on the part of resident merchants that foreign merchants should be prohibited from retail selling were met with long and detailed arguments in favour of free trade. The government definitely pronounced in favour of free trade within the colony.

See Adam Shortt, *Documents relating to Canadian currency, exchange and finance during the French period* (Ottawa, 1826).

MUNICIPAL REGULATIONS

From Canadian Archives, *Collection Moreau St. Mery*, IX, Pt. 2, 564. Written 1716.

1.

Que le bois de corde qui sera amené en cette ville et qui n'aura pas trois pieds et demie de longueur entre les coupes, pour avoir environ quatre pieds en tout sera confisqué, Enjoint aux bucheurs de le faire de cette longueur, à peine de perdre leur travail et d'amende arbitraire, et à ceux qui vendent du bois de corde en barque et en cajeux pendant l'esté et en traine pendant l'hiver, de le livrer et mesurer à la corde, demye corde ou cordon, avec deffenses d'y mesler du bois poury ou vermoulu.

2.

Que les maîtres seront tenus de faire des engagements de leurs domestiques par écrit, en présence de deux témoins, lorsqu'ils ne sçauront pas signer, fait deffenses aux dits domestiques ou engagés d'abandonner le service de leurs maîtres à peine de prison, et à toutes personnes de les débaucher ou les recevoir ou leur donner retraite, même à leurs parens et alliés, sans un congé par écrit de leurs maîtres, ou un certificat du juge de la coste, ou au défaut du juge, du capitaine ou officier de milice, comme ils ne sont domestiques ou engagés de personne, à peine d'amende arbitraire et de payer cent sols pour chaque journée d'absence du dit service, et outre ce, de perdre toutes les avances qu'ils pouroient avoir faites aux dits domestiques ou engagés comme responsables de leur faute, Enjoint le Conseil aux dits juges, capitaines ou officiers de milice, de ne point donner de certificats sans une parfaite connoissance, à peine de répondre, en leur nom, de l'absence de ceux auxquels ils auront donné des certificats.

3.

Que les bouchers de cette ville seront mandés au premier jour de Conseil pour venir faire leurs propositions pour le prix sur lequel ils voudront fournir de la viande au public, pour ensuite y estre pourvu ainsy qu'il apartiendra, et sera le présent règlement.
Fait à Québec le unzième aoust mil sept cent seize.

BOISSEAU

PROTEST AGAINST SMALL TRADERS FROM FRANCE

From Canadian Archives, *CIIA,* XL, 221-227. Written probably in 1719.

A Monseigneur le Gouverneur General et a Monseigneur l'Intendant.

. . . . Ils croyent en avoir découvert la cause qui est le commerce qui se fait par les marchands forins et pacotilleurs qui viennent de France hiverner, détailler leurs marchandises, faire courir les costes, écumer et écrèmer tout ce qu'il peut y avoir de bon pour faire quelques retours en France, prétendant estre en droit de le faire estant comme nous disent ils, sujet du même Prince, que le commerce est libre comme aux domiciliés du pays.

L'on convient que le commerce est libre, mais non pas de la manière que les forins le font au préjudice des domiciliés, à la destruction et à la ruine d'une colonie que le Roy a intention de conserver, aussy leurs objections sont faciles à combattre par les raisons suivantes. . . . . .

Enfin Nosseigneurs, les négociants domiciliés espèrent que vous leur rendrez la justice que mérite leur bon droit, attendu que l'exposé cy dessus est de notarietté publique, le faisant ils osent se flatter de se remettre en état de continuer leurs anciennes entreprises et de contribuer de leur mieux à seconder les intentions de Sa Majesté, d'étendre cette colonie et de la rendre plus florissante qu'elle n'a esté, pourquoy ils ont recours à Vous, afin d'obtenir que deffense soit faite à tous vaisseaux marchands de négocier le sel ny autres marchandises à son bord et à tous les forins non établis et domiciliés en ce pays de vendre aucune marchandises en detail ny de faire courir les costes, le tout directement ou indirectement à peine de trois mil livres d'amende et de confiscation, ny même en gros que pendant le temps des vaisseaux qui sera aoust, septembre et octobre, lesquels seront tenus de vendre et recevoir au cours la monnaye du pays et les lettres des castors et des trésorier, comme les domiciliés, à moins que pour leur détail prétendu, ils n'obtiennent le privilège dû aux domociliés dans un temps convenable après s'estre marié et establis en ce pays qui est un moyen légitime pour augmenter la colonie, suivant l'intention du Roy.

JOUCAULT, GREYFAL DELALETIERRE, GAILLARD FILS

Sans lieu ni date

HIGH PRICES

From Canadian Archives, *CIIA*, XLI, 149.

Qu'il est notoire dans tout le royaume que toutes sortes de marchandises ont doublé de prix depuis un an, et que même plusieurs espèces ont triplé dont la meulleure partie sont de celles qui se portent en Canada pour les besoins des sauvages.

Que le bas prix que la compagnie des Indes donne du castor gras et secq met les sauvages de Canada dans l'impossibilité d'avoir la moitié de ses besoins, et que sy on en double le prix comme est celuy des marchandises qu'on leur donne en échange, on doit estre assuré qu'ils vont estre forcés de les porter aux anglois dont les marchandises et denrées n'ont point changé de prix.

A la Rochelle le 29e Mars, 1720. A Son Altesse Serenissime Monseigneur le Comte de Toulouse, Admiral de France.

HENRY J. M. DELINO, Jeremie Bourgine, La Pointe
AURES M. BUSQUET fem. de Catignon, Charly, Herault.
(negocians.)

REGULATIONS AS TO SALE OF GRAIN

From Canadian Archives, *Collection Moreau St. Mery,* XI, 182-183.

29, 7bre, 1727

Ordonnance

Nous faisons défenses à aucun habitant ou meunier et autres particuliers de quelque qualité et condition qu'ils soient de vendre dans les campagnes et côtes de la colonie et de livrer leurs farines, pois et autres menus grains autrement que dans des sacs; permettons aux seuls marchands et négocians de mettre ou faire mettre les dites farines et grains dans les quarts, barriques et autres futailles neuves et de bonne qualité qu'ils seront tenus de marquer chacun d'une marque particulière dont ils seront obligés de remettre l'empreinte au greffe de la prévosté de l'une des trois villes de la colonie, Québek, Montréal et les Trois Rivières où ils feront leur commerce, et d'y apporter telle autre empreinte dont ils entendront se servir lorsqu'ils jugeront à propos d'en changer sans qu'il leur soit permis de se servir de deux empreintees différentes en même tems sous peine de 50ll d'amende et de confiscation au profit des hôpitaux des quarts ou autres mesures de farines et autres denrées mises en vieilles futailles aiant servi aux boissons ou en futailles de bois coupé dans l'année ou en futailles non marquées. DUPUY

PROTEST AGAINST FRENCH MERCHANTS

From Canadian Archives, *CIIA,* XLIX, 183-192. Written about 1727.

A Monseigneur le Marquis de Beauharnois

Les forains vendent aux marchands domiciliez une partie de leurs marchandises au bénéfice courant, et en détaillent une plus forte partie aux habitans aux mesmes prix qu'ils ont vendu aux marchands domiciliez, et mesme sur la fin ils vendent ce qui leur reste à plus bas prix pour pouvoir finir leurs affaires. Ainsi il n'est pas surprenant que les habitans aillent chez eux par préférence, et leurs portent tout l'argent qu'ils peuvent avoir. De là, il suit que les marchands domiciliez restent chargés de marchandises dont ils ne peuvent plus trouver le débit, parceque les habitans se sont pourveus de leurs besoins chez les forains, et que dans le cours de l'hiver les habitans veulent vendre les denrées nécessaires à la vie, et au commerce en argent comptant, et que n'y ayant point d'argent, ils les vende beaucoup plus cher dès qu'on les leur paye en marchandises.

Le préjudice que cause dans un pays cette facilité aux forains de détailler, est si généralement reconnue que partout elle leur est interdite dans les villes de commerce; il est mesme deffendu aux marchands en gros quoy que domiciliez de vendre en detail et cela pour entretenir la circulation et la correspondance du marchand à celuy qui ne l'est pas sans laquelle le commerce ne sçauroit soustenir.

En effet les forains ne détaillent au prix du gros et mesme à meilleur compte, qu'autant qu'ils ont à bon marché leurs denrées ou qu'ils leur vendent on argent comptant ainsi ils y trouvent toujours leurs avantages au lieu que les domiciliez recoivent en troc de leurs marchandises les denrées des habitans à un prix proportionné à celuy auquel ils vendent leurs marchandises, quand mesme cette objection seroit aussy vraye qu'elle est fausse elle ne devroit pas moins estre rejettée par la nécessité d'entretenir le commerce des villes qui ne peut se soustenir que par le besoin où les habitans doivent estre d'acheter des marchandises que les marchands doivent leurs fournir autant que les marchands ont besoin de leurs denrées.

Le premier qui subsiste déjà depuis quelque temps est que les habitans des costes fabriquent et vendent des farines de bled noir et de mauvaise qualité. Les bleds noirs sont rebutez par les marchands parcequ'ils les connoissent, les habitans les portent dans les moulins en font des farines et les vendent aux forains qui les prenent ou faute de s'y connoistre, ou parcequ'ils les ont à meilleur marché qu'ils ne peuvent avoir les farines de bonne qualité. Cet abus a extrêmement décrédité les farines du Canada dans les isles parcequ'il s'y est effectivement trouvé beaucoup de fraude.

Par ces raisons, Monseigneur, les marchands de Québec espèrent qu'il plaira à Votre Grandeur, faire deffences au Sr. Ricard et à tous autres marchands forains non établys ny domiciliez dans la colonie, de vendre aucunes marchandises de quelque nature qu'elles soient, en détail, et autrement qu'en gros, sçavoir les marchandises emballées, en balle et sous corde, et celles qui se mettent en futailles, dans leurs futs, à peine de confiscation et de trois mille livres d'amende, deffendre pareillement au dt Sr, Ricard et à tous autres marchands forains d'acheter ny faire acheter des habitans aucune farines sous les mesmes peines et ordonner que tous ceux qui feront commerce de farines seront tenus de mettre leurs marques sur les quarts qu'ils vendront dans la colonie sous telles peines qu'il vous

plaira ordonner contre ceux qui se trouveront deument convaincus en avoir vendu de mauvaise qualité et non marchandes.

PERTHUIS, DE LA GORGENDIÈRE, DUPONT, IGNACE GAMELIN, MONIÈRE, MALHIOT, FRANCHEVILLE, PERTHUIS, C. N. LAMARQUE, FORNEL, J. B. DEMUY, RIVERIN, DENOIX.

FREEDOM OF TRADE

From Canadian Archives, *Collection Moreau St. Mery*, XI, 332-334.

Mémoire du Roy

April 19, 1729

Sa Majesté après avoir pris les avis du feu Sr. Marquis de Vaudreuil, alors Gouverneur Général, et du Sr. Begon, Intendant, reconnut que la restriction qui étoit demandée par rapport aux marchands forains n'intéressoit que les négocians de France qui ont à Québec et à Montréal des maisons et des commis qui y sont établis auxquels ils envoyent tous les ans des vaisseaux, et ceux de la colonie qui ne font venir aucunes marchandises de France. Que les premiers qui font détailler pendant le cours de l'année par leurs commis les marchandises qu'ils envoyent avoient grand intérest qu'il n'y eust que leurs vaisseaux qui allassent en Canada parcequ'ils vendroient leurs marchandises aux prix qu'ils voudroient.

Que les autres y trouveroient leur avantage, parceque ceux qui sont en état d'acheter des cargaisons en gros étant en petit nombre ils seroient les maîtres de mettre aux cargaisons les prix qu'ils voudroient en donner et feroient des profits considérables même en vendant en gros de la main à la main et seroient aussy les maîtres de ne détailer qu'à des prix exhorbitans.

En l'un et l'autre cas ils ruineroient les forains et les habitans de la colonie qui seroient obligés d'acheter d'eux, ils parviendroient aussy à dégoûter entièrement du commerce de la colonie les négocians de France qui n'y auroient ni maisons ni commis.

On sçait par expérience que les capitaines des vaisseaux marchands qui ont esté obligés de vendre en gros, pressés par la nécessité de partir ont toujours fait des pertes considérables sur leurs cargaisons, ceux des négocians du pays qui sont les seuls en état de les acheter, s'associant ensemble pour réduire ceux qui sont dans la nécessité de vendre en gros, à donner les marchandises pour le prix qu'ils y mettent dont ils ne payent souvent qu'une partie.

Toutes ces raisons qui intéressent également le commerce de

France et les habitans de Canada déterminèrent Sa Majesté à ne rien changer à l'usage étably depuis plusieurs années par raport aux marchands forains, et son intention est qu'on leur laisse une entière liberté.

REGULATION AS TO KILLING OF CATTLE

From *ibid.*, 540. Written 1731.

Estants informez que quelques bouchers et autres personnes de cette colonie ont sans aucun égard pour le bien public, achepté et font achepter actuellement des boeufs dans les costes pour faire des salaisons, ce qui tend à empecher une subsistance commode aux habitans de ce pays et pouroit par la suitte causer une disette de viande s'il n'y estoit pourvu.

Nous deffendons à toutes personnes de quelque qualité et condition qu'elles soient de faire aucunes salaisons de viandes de boeuf sans notre permission expresse et par écrit, laquelle sera donnée seulement pour la subsistance des équipages des vaisseaux qui viendront en ce pays pour leur retour en Europe et aussi pour la subsistance des équipages des batiments destinez pour la pesche ou pour l'Isle Royale.

Fait à Québec le dix huit mais mil sept cent trente un.

HOCQUART

REGULATION OF MEASURES

A

From *ibid.*, 536.

Nous deffendons à toutes personnes de se servir à l'avenir d'autres minots et demy minots que de ceux qui auront esté portez au greffe de cette ville pour y estre vérifiés et marquez en conséquence d'une fleur de lis, leur deffendons en outre à peine de chatimens très sévères de les diminuer ny retrancher après qu'ils auront esté verifiez et marquez de la sorte.

Fait à Montréal le 14 mars 1731

B

From Canadian Archives, *Collection Moreau St. Mery*, XII, 88.

9 aoust 1732

Ordonnance de M. Hocquart au sujet des poids et mesures

. . . . . Nous ordonnons à tous marchands négocians, boulangers,

bouchers, cabaretiers, regratiers et à toutes autres personnes de quelque qualité et condition qu'elles soient qui se mêlent du commerce dans l'étendue de cette ville et du Gouvernement d'apporter au greffe de ladite Prévosté dans un mois pour tout délai à compter du jour de la publication de notre présente ordonnance toutes les aunes, poids et mesures tant pour les grains que pour les liqueurs et autres marchandises et denrées pour y être vérifiés sur les étalons déposés audit greffe et y être marqués d'un fleur de lys à peine contre les contrevenans de 10ll d'amende passé lequel tems nous faisons très expresses inhibitions et défenses de se servir d'autres mesures, aunes et poids que de ceux qui auront été vérifiés et marqués, sous la même peine.

DANGERS OF FLOODING THE MARKET

From Canadian Archives, *CIIA,* CXXI, Pt. 1, 187-188.

Février 1739

Des marchands de Paris et de Rouen qui n'avaient aucune liaison dans le pays y ont envoyé deux vaisseaux avec des marchandises pour plus de 150,000ll mais il est à craindre que les uns et les autres ne succombent à la fin par les crédits hazardés qu'ils font pour se procurer le débouché d'une partie de leurs marchandises; et d'ailleurs l'expériance que l'on a de la retraitte de plusieurs marchands forains qui étoient allés dans la colonie avec des fonds considérables sur lesquels ils n'ont fait aucun profit doit leur faire appréhender le même sort.

Il ajoute que depuis plusieurs années le bénéfice des marchandises de France a été de 20 p% et il est même tombé au pair par la trop grande abondance de ces marchandises.

Non signé

DEFENCE OF SMALL RETAILER

From Canadian Archives, *CIIA,* LXXV, 4-16.

Canada 1741

Observations . . . . copié du mémoire du S. Desauniers sindic des négociants de Québec.

Depuis l'établissement de la Colonie, il y a toujours eu des marchands établis dans les costes pour vendre aux habitants leurs besoins, et s'ils se sont multipliez, c'est que la colonie a augmenté considérablement depuis 12 ou 15 ans. Il est vray qu'il y a quelques

domestiques, fauxsauniers ou autres gens de cette espèce qui courent les costes avec de petites pacotilles de draperie, mercerie et autres menues marchandises, mais ils sont en si petit nombre que l'on n'en connoit que 3 ou 4 dans ce cas; cela ne peut faire un objet considérable pour le commerce en général. On en doit juger parceque les fortunes de ces gens là sont très médiocres; il est même avantageux que quelques uns d'eaux aillent dans les endroits éloignez de Québec y chercher les menues denrées nécessaires ou utiles à la vie, autrement elles se consommeroient par les habitants du lieu; ces petits marchands de retour dans les villes vendent concurremment avec les habitants voisins qui viennent au marché, ainsy bien loin qu'il y ayt quelque inconvenient à tolérer ce prétendu abus, c'est une conséquence que les denrées en sont bien plus abondantes, quoyqu'il arrive quelquefois que ces marchands profitent des circonstances des saisons où les habitants sont occupez de leurs semences ou de leurs récoltes pour survendre ces mêmes denrées, temps auquel les habitants viennent plus rarement en ville; de là il resulte toujours que sans leur secours la ville seroit dépourvue: si cependant il s'estoit passé sur cette matière un abus réel et qui eut tiré à conséquence, on y auroit remédié en obligeant ces marchands de porter leurs denrées au marché ou en les taxant.

La pluspart des marchands qui tiennent des magasins dans les costes sont des particuliers qui ont eux-memes des terres et des établissements considérables; l'on convient d'abord que les habitans canadiens estant amateurs du luxe, le voisinage de ces magasins leur occasionne quelques fois plus de dépense qu'ils ne sont en estat d'en faire; on doit néanmoins s'en raporter à la prudence du marchand, et il est naturel de penser qu'il ne donne à l'habitant des marchandises à crédit qu'autant qu'il juge qu'il en sera satisfait, et de là il arrive qu'il fait nécessairement que l'habitant par son travail et par son industrie se mette en estat de payer ce qu'il doit. On veut même que quelques habitants se soient dérangez au point que pour satisfaire le marchand son créancier il ayt vendu ses bestiaux; ce cas est très rare, et il s'en trouveroit peut-estre deux ou trois exemples, inconvénient qui peut se réparer par la nécessité où se trouve cet habitant ruiné de redoubler de travail pour se mettre en estat de vivre et de retrouver l'aisance qu'il a perdue; on suppose même que cet habitant ayt esté forcé à vendre sa terre, c'est un inconvénient qui n'est nuisible qu'à un particulier sans aucun

préjudice pour la colonie en général d'ailleurs de pareils exemples sont rares. Enfin un moyen sûr pour augmenter le commerce est de pousser les consommations aussy loin qu'elles peuvent aller: il est certain que les magasins des costes y contribuent extrêmement.

Comment des habitans éloignez de 12. 15. 20 et 30 lieues des villes pourront-ils apporter journellement ou chaque semaine leurs denrées à la ville pour y acheter leurs besoins, ils consommeroient tout leur temps en voyages et souvent pour de petits objets; s'ils ne trouvoient pas la facilité de s'en défaire sur le lieu même, la plus-part les consommeroient, comme on l'a déjà dit, pour leur propre usage ainsy qu'il arrive dans les provinces du royaume éloignées des villes de commerce. Comparons encore la conduite de certains marchands du royaume avec nos marchands des costes; les premiers font des amas de grosses et menues denrées qu'ils conduisent, par exemple, à Paris où ils procurent l'abondance concurremment avec les habitans voisins de cette grande ville; les provinces ne se ressentent pas moins de l'avantage de ce commerce par ce débouché favorable: l'application peut se faire en Canada par raport aux différents quartiers de la colonie et à la ville de Québec qui est le centre du commerce et de la consommation. On doit juger de même de la ville de Montréal et de l'étendue de son gouvernement. Un article qui pourra mériter quelque jour une réforme, c'est la trop grande multiplicité des marchands établis dans les villes, à Québec on compte plus de 100 magasins où l'on vend toutes sortes de marchandises en détail; 50 suffiroient et au delà pour entretenir l'émulation parmy les commercans. Le surplus qu'on doit regarder comme gens inutiles et meme a charge seroient mieux et plus utilement occupez a faire valoir des terres. Comment les marchands de Québec peuvent-ils se plaindre que leur profession les ruine, et qu'il se trouve néanmoins un aussi grand nombre de personnes qui s'y adonnent. En général cette profession leur fournit à tous des ressources pour vivre un peu aisément; peu s'enrichissent, ce n'est pas aux marchands des costes qu'il fait s'en prendre, mais bien à la multiplicité des marchands establis dans les villes parceque les profits deviennent par là trop partagez. Lorsqu'il sera temps d'établir des maîtrises, des communautés et des jurandes, le même ordre et la même police s'observeront en Canada comme dans les villes de France, mais en supposant que ces communautés fussent établies, il y aurait encor de fortes raisons pour ne pas supprimer les magasins des costes, et

ce sont les mêmes qui font tolérer en France les porteballes, colporteurs, marchands merciers dans les villages et les foires de campagne. Il est à remarquer qu'il n'y a que trois villes dans la colonie et un seul village un peu considérable qui est Boucherville.

J'allègue de ce mémoire, que chaque automne, on voit quelque marchand réduit à la dure nécessité de chercher un asyle à la campagne est sans fondement.

Il est vray que la pluspart des marchands des costes font les achats de bled et de légumes qui servent aux chargements des navires. Il est aussy à observer que ces marchands font souvent ce commerce pour le compte des marchands des ville, en effet les premiers soit pour leur compte ou comme commissionnaires des marchands des villes se fournissent chaque automne à Québec des marchandises assorties chez les forains ou les domiciliez; le payement ou la rentrée se fait au printemps en bled et légumes qui servent aux armements et à la carguaison des bâtimens destinez pour l'Isle Royale et pour les isles. Ce commerce ne se peut faire autrement à moins d'establir des marchez dans les différents quartiers de la colonie où les habitans transporteroient leurs bleds à certains jours marquez, mais il faut du temps pour établir une pareille police, d'ailleurs on n'accuse pas juste lorsqu'on avance qu'il n'y a que les seuls marchands des costes qui achetent les bleds des habitans, ceux des villes y vont aussi eux-memes faire leurs achats, l'argent à la main.

Les charges des marchands de la ville consistent seulement dans l'obligation où ils sont de loger les troupes; cette charge est si légère que l'auteur du mémoire auroit dû se dispenser d'en parler, les habitans des costes sont bien plus foulez, ils sont tenus de la réparation et entretien des chemins, bâtisse d'églises et presbytères, construction et entretien des forts de pieux. La suite de ce premier chef est une pure déclamation: l'habitant n'ayant aucun impôt à payer, le luxe est nécessaire pour l'exciter au travail, il convient donc de le mettre dans l'occasion de beaucoup consommer.

A Quebec le 8, 7bre 1741.

BEAUHARNOIS
HOCQUART

RISE IN PRICES

From Canadian Archives, *CIIA*, LXXXI, Pt. 1, 52.

Le prix des marchandises de France a considérablement augmenté cette année, le haut prix d'achapt en France, celuy du fret et des assurances joint à la prise selon les apparences de 3: bâtimens destinés pour le Canada qui en ont occasionné la rareté, en sont les véritables causes, de pareils inconvéniens sont ordinaires en temps de guerre, ce qui en résulte aujourd'huy c'est la difficulté de la traitte avec les sauvages du pays d'en haut. Accoutumez qu'ils sont à vendre leurs pelleteries sur un certain pied ils auront de la peine à se déterminer à ne recevoir en échange qu'une partie des marchandises qui leur estoient traitées autres fois; cela arrivera infailliblement et nous en jugeons desjà par la manière dont ces sauvages se sont expliquez en dernier lieu avec les commis du Sr. Chalet à Niagara. Ce fermier les a chargé (ces commis) de régler la traite à proportion du prix courant des marchandises qui est de 60: pour % audessus de leur valeur en France. Les sauvages qui se sont présentés depuis pour traiter ont esté extrêmement mécontents de cet arrangement et ont menacé d'aller chercher leurs besoins chez les anglois, ils espèrent y estre mieux reçus . . . . . .

BEAUHARNOIS
HOCQUART

Québec 15 Octobre, 1744.

COST OF LIVING IN FRANCE AND CANADA

From Canadian Archives, *Collection Moreau St. Mery*, VI, 143-144.

Esclaircissement touchant les curés du Canada

1. Quatre francs de Canada ne valent qu'un écu de France.
2. Si on donne à un curé une pinte de vin par jour (ce qui paroit nécessaire) il en faut deux poinsons, l'on dit qu'ils cousteront quarante écus à soixante francs pièce, et en France le poinson ne couste dans les provinces que huit ou dix livres.
3. On dit qu'il faut à un curé plus de vingt cinq cordes de bois, qui coûte un écu dans les habitations et cent dix sols à Québec, et en France on en a sa provision pour dix ou douze france en province.

4. L'on dit que toutes les hardes qu'on est obligé de faire venir de France coustent la moitié davantage en Canada, et que l'on y en use bien davantage à cause de la longueur et rigueur de l'hiver et des fréquents voiages que font journellement les curés.
5. Il ne faut point de canots ni de raquettes en France . . . .

PRICES AT MONTREAL AND QUEBEC

From Canadian Archives, *CIIA*, LXXX, 96.

3 novembre 1743

. . . . Le premier est, que les marchandises se vendent à Montréal au moins 25 pour cent plus qu'à Québec, ce qu'y devroit déterminer à n'y faire aucuns achats, et pour y parvenir il n'est question que de prévoir les qualités et quantités des marchandises nécessaires pour le service d'une année à l'autre. Le second regarde le prix des façons d'ouvrages qui paroit trop fort et pouroit être diminué d'un sixième, quoyque sur mes représentations M. Hocquart y ait déjà fait faire depuis quelques années des réductions . . . . . .

VARIN

REGULATION OF REGRATING

From Canadian Archives, *Collection Moreau St. Mery*, XIII, 285-286.

13 avril 1746

Ordonnance

Sur les plaintes qui nous ont été portées differents particuliers de cette ville et sur la connoissance que nous avons par nous mesmes que les regrattiers vont au devant des habitans qui apportent en ville des oeufs, du beurre, des volailles, les moutons et des veaux, vont même dans les campagnes pour acheter des habitans de ces denrées pour les revendre ensuite en ville au public à un prix fort audessus de celui qu'il les ont achetées des habitans, et l'exemple du passé nous faisant craindre qu'un pareil abus que l'on ne sauroit trop réprimer, ne continue, et ne parvienne au point que les habitans de cette dite ville et particulièrement les pauvres n'en souffrent notablement, le prix excessif au quel sont portées ces denrées ne permettant pas à ces derniers d'en acheter à ce prix, ils se trouvent privés de la douceur qu'ils auroient en les achetant des dits habitans. Nous, après en avoir conféré avec le procureur du Roi, fai-

sons très expresses inhibitions et défenses à tous regrattiers ou vendeurs en détail de ces sortes de denrées d'aller audevant des habitans, hors la ville, ni même acheter d'eaux lorsque les dits habitans y seront arrivés, aucunes de ces denrées pour les revendre ensuitte au public, à peine contre les contrevenans de confiscation des dites denrées qu'ils auront ainsi achetées pour les revendre, et de 1011 d'amende paiable, sans déport applicable à l'hôpital général près cette ville et sera notre présente.

PRICES AT QUEBEC, KINGSTON, AND NIAGARA

From Canadian Archives, *CIIA*, LXXXI, Pt. 2, 486.

état des prix coûtans à Québec de diverses marchandises envoyées dans les forts de Frontenac et Niagara

. . . . Les marchandises des autres parts transcrittes, sont achettées à Québec au prix tiré hors lignes, et en outre à soixante pour cent de bénéfice pour le vendeur, je consents qu'elles soient traittées sur ce pied là; dans les forts de Frontenac et Niagara aux sauvages, seulement en y ajoutant quinze pour cent en considération de la ferme que je paye au Roy . . . . . .

Fait . . . . à Quebec le quinze Octobre mil sept cent quarante quart.

DE CHALET

EFFECT OF WAR ON PRICES

A

From *ibid.*, 449.

Copie de la lettre écrite par Monsieur Hocquart à Monsieur le controlleur général datée à Québec

le 16 octobre 1744

Les marchandises de traitte ont augmenté considérablement de prix depuis la guerre, elles sont aujourd'huy à 60 pour cent au dessus du prix d'achapt. En France, indépendamment de l'augmentation qui s'est trouvée sur le prix des dittes marchandises, en France, c'est 4011 audessus du prix ordinaire de Québec.

HOCQUART.

B

From Canadian Archives, *CIIA*, LXXXIX, 18.

A Quebec le 3 Nov. 1747

. . . . Mais j'ay eu égard autant que la matière pouvoit le permettre aux achapts qui ont esté faits jcy à 100 pour % au prix des fournitures du S. Pacaud, à 50 pour % et au prix de celles envoyées directement de Rochefort.

HOCQUART

EFFECT OF CESSATION OF WAR ON PRICES

From Canadian Archives, *CIIA*, XCII, 98.

La quantité de ceux [marchandises] venus de France a mis tellement l'abondance dans la colonie que le prix du bénéfice qui estoit à 100 p % du prix d'achapt avant la nouvelle de la suspension d'armes est aujourd'huy à 25 et 30 au plus. Les boissons et effets du cru des isles ont diminué à proportion, mais la colonie ne s'est point encore ressenti d'aucun changement sur les denrées du pais qui sont toujours à des prix excessifs. L'habitant avide de gain estant accoutumé depuis quelques années à vendre à haut prix les choses nécessaires à la vie n'a encore voulu souffrir aucune diminution et les citoyens des villes sont forcés d'achepter sur le pied qu'il exige. Il est de la dernière conséquence de remédier à cet abus puisque les marchandises vont devenir en peu de temps au même prix qu'avant la guerre. C'est surquoy je prendray des mesures, afin de rétablir les choses sur le même pied qu'elles estoient jl y a quatre à cinq ans . . . . .

BIGOT

A Québec le 7 9bre 1748.

EFFECT OF PAPER CIRCULATION ON PRICES

From Canadian Archives, *CIIE*, X, 256-258.

Exposition du prix des denrécs en Canada: Observations.

19 avril 1759

La cherté excessive que ce tableau présente est telle qu'on n'en a peut-être jamais vu d'exemple, provient moins d'une disette réele, que des dépenses énormes du Gouvernement qui ont multiplié

l'argent papier, sans aucune considération, ny pour la masse des denrées ny pour le nombre des consommateurs.

Quelques especes de denrées importées sont devenues moins communes, mais la quantité de matière alimentale et de première nécessité a toujours été la même, ou la rareté d'une espèce étoit compensée par l'abondance de l'autre.

Le prix des denrées s'est élevé par gradation et cette gradation a été en raison des dépenses du Gouvernement.

Ces dépenses qu'on doit au moins évaluer à la somme des lettres de change tirées sur le trésor Roial montoient.

en 1754	à 7 ou 800 milles livres
en 1755	à 4 millions
en 1756	à 7 ou 8 millions
en 1757	à 13 ou 14 millions
en 1758	à 20 ou 25 millions

(C'est un àpeuprès, car un particulier ne peut les sçavoir que par les bruits publics. Cette remarque s'applique aux années 1756 et 1757.)

Peut-être que cette année 1759 elles iront à 50 millions et plus, d'où il est aisé de prévoir d'avance quel sera le prix des denrées avant janvier 1760.

. . . . On suppose en France 18 millions d'âmes et 14 cent millions d'argent circulant, ce qui fait par tête environ la somme 75ll. En Canada on ne peut y supposer au delà de 80 mille âmes, et la circulation au mois d'aoust étoit de plus de 30 millions, ce qui fait par tête près de 400ll donc la masse des denrées en Canada étant en proportion avec celles de France, leur prix doit être six fois en sus de celuy de France, puisque les signes représentatifs excèdent de six fois les choses à représenter. On ces signes venant en profusion dans les mains de ceux qui ont part aux affaires, il ne s'apperçoivent point de la cherté. Les officiers attachés aux corps de troupes de terre que le Roy a envoyées servir en Canada sont les seules victimes de ce déluge d'argent qui vient au jour sous toutes sortes de formes.

XLVI

EXTERNAL TRADE.

Trade from New France involved chiefly furs as exports, and, with the development of agriculture and industry, agricultural products, chiefly flour and grain, lumber and ships. Diversification in time gave the commerce of New France greater stability and contributed to the development of trade with Cape Breton, the fishing settlements and the West Indies. The triangular trade has already been described in connection with the fishery. In spite of the attempt to reach a more stable basis, wars and the nature of the fur trade were always disturbing factors. Moreover, such products as ginseng were responsible for accentuated fluctuations.

BAD FLOUR SENT TO THE WEST INDIES[10]

From Canadian Archives, *CIIA,* XLI, 6.

Conseil Mrs. de Vaudreuil et Begon 26, 8*bre,* 1719.

6 janvier 1720

Sur ce que le Conseil leur a écrit qu'on se plaint aux isles que les farines qu'on y envoyé de Canada sont trop bises et dans des barils trop petits et que ces farines ont une mauvaise odeur, ce qui provient de ce qu'on a fait les barils de bois vert qui sont presque

[10]This problem continued to a later date as the following extract shows: "Oct. 4, 1731. La mauvaise qualité des farines de Canada que l'on envoye à L'isle Royale et aux Isles, vient de ce que les bleds de ce Pays cy sont fort salés, que l'on n'est point dans l'usage de les cribler et que l'on n'a pas même les instruments nécessaires pour le faire; que le commerce ayant plus d'attraist pour quelques habitants de la Campagne que la Culture des terres, et le profit qu'ils font sur les farines qu'ils vendent aux armateurs estant plus grand que celuy qu'ils feroient sur la vente de leurs bleds, ils en convertissent de mauvais en farines qu'ils vendent pour bonnes aux marchands des villes et lesquelles estant meslées avec celles que ces derniers préparent avec plus de précaution gâtent toute la masse et perdent le Commerce." Canadian Archives, *CIIA,* LIV, 44-45. Additional handicaps to trade in lumber and wheat are suggested in the following extract: "11 8bre 1737. M. Duquesnel n'ayant pu prendre toutes les planches de M. Begon, et pas même un seul bordage d'épinette par la petitesse de l'écoutille joint à l'embarras que donnent les faux baux du fond de cale pour l'arimage de ces bordages . . . . . .
. . . . Les capitaines des vaisseaux marchands ont beaucoup de peine à pourvoir à celle de leurs équipages et pour leur retour, parceque la récolte s'estant faire fort tard, les bleds se battent et moulent difficilement estant encore remplis d'humidité . . . . ." —*ibid.,* LXVII, 15-18.

toujours de bois de fresne, et que si on les faisoit de bois sec ils ne communiqueroient point d'odeur à la farine . . . . . .

L. A. DE BOURBON
LE MARECHAL D'ESTREES

EXTENT OF EXTERNAL TRADE

From Canadian Archives, *CIIA*, LIII, 79.

Oct. 17, 1730

Dans les conférences que j'ay eues avec le Sr Cugnet sur le montant de ce commerce, nous avons estimé par la connaissance que nous avons de la quantité d'hommes qu'il y a dans la Colonie, qu'il peut aller à Seize Cents quinquante mille livres de marchandises sèches à quoy l'on pouroit adjouter: Deux Cents cinquante mille Livres pour les marchandises qui servent à la traite, Et Deux Cents cinquante mille Livres en vins et eau de vie et quildive, ensorte que l'on pouroit estimer qu'il vient en Canada pour Deux millions au moins de marchandises par an qui peuvent estre vendues trois millions sur le pied de cinquante pour Cent de profit . . . .

HOCQUART

THE BALANCE OF TRADE

A

From Canadian Archives, *CIIA*, LV, 194-195.

Quebec 27 aout 1731

. . . . Cet état monte à 1419415 livre et l'état des retours à 13983271 6s 4d de manière qu'il paroist que la colonie devroit au commerce de France 2108711 13s 8d seulement, mais la vérité est qu'elle doit beaucoup davantage. Je ne sçay pas même trop comment estimer ce qu'elle doit au juste mais cella doit aller à plus de 2000011.

J'ay à vous observer Monseigneur que vous pouvez regarder l'état des retours comme assez juste. La quantité des lettres de change est constante, les denrées et pelleteries sont déclarées à fort peu de chose près au bureau du domaine, et leur estimation est portée en cet état à leur prix.

Ce qu'il y a de hazarde c'est dans la quantité et l'estimation des marchandises entrées dans la colonie. La quantité des marchandises

sujettes aux droits d'entrée en Canada comme vins, eaux de vie et guildive est certaine, à la réserve de ce qui pouroit estre en fraude, qui est d'un petit objet: le prix en est porté suivant le cours de la vente en gros en 1730.

La quantité des marchandises non sujettes aux droits dont la qualité est connue telles qui sont les mélasses, fers, cloux chaudières, cordages, plomb, sel, vinaigre etc. est portée au dit état, suivant qu'elles ont été déclarées, et elles sont apprêtées sur le même pied du cours de la vente en gros.

A l'égard des marchandises emballées dont on ne connoist point la quantité ni le détail et dont les balles peuvent monter à 30001l si ce sont des soyeries; depuis 7001l jusqu'a 11001l ou 12001l pour les draperies, et à 1501l ou 2001l si ce sont des toiles communes, j'en ay fait l'estimation à un prix à peu près commun avec l'attention de mettre plustost moins que plus.

HOCQUART

B

From Canadian Archives, *CIIA*, LXIV, 48-55.

Québec le 15 octobre 1735

La première estoit que les marchandises de France sont estimées dans les extraits que je vous envoye annuellement sur le pied de leur vente en Canada, le bénéfice ou profit sur ces marchandises compris, au lieu que les effets de Canada y sont portez sur le pied de leur valeur en ce pays sans y comprendre le bénéfice qu'ils peuvent produire en France ou aux isles, et sur cet avance de ma part vous observez, Monseigneur, que le bénéfice qui peut se trouver sur les effets qui sont portez du Canada en France ne déchargent pointe la colonie, puisqu'il tourne au profit des négociants françois, à moins que dans ces retours il n'y en ayt pour le compte des Canadiens; ce qui est vray, par les connoissances particulières que j'ay que plusieurs négociants du pays font venir directement de France des marchandises, pour leur compte, et dont ils font en partie les retours en effets du pays, sur lesquels ils courent les risquès du bénéfice ou de la perte: mais toujours ils participent au bénéfice qui se trouve sur la vente des marchandises entrées pour leur compte. Je dis plus, c'est que, soit que le bénéfice des mar-

chandises de sortie tourne au profit des négociants françois ou des Canadiens en tout ou partie, il me paroist toujours vray qu'il diminue d'autant l'excédent qui paroist se trouver de l'entrée à la sortie, et que pour balancer le commerce (j'entends les profits et la perte) il faudroit ne pas comprendre le bénéfice dans l'estimation des marchandises de sortie, car autrement l'excédent d'une année n'ayant rien de commun avec celuy de l'année suivante, en accumulant tous ces excédents, il s'en formeroit un monstrueux duquel on pouroit conclure que la colonie s'endetteroit de plus en plus sans pouvoir jamais s'acquitter, ce qui ne peut pas estre. Je croy seulement que le commerce de France peut faire un crédit à la colonie, comme j'ay eu l'honneur de vous le marquer l'année dernière, de 3, à 40000011 lequel crédit se renouvelle chaque année, et ne peut qu'augmenter ou diminuer suivant l'abondance ou la rareté des retours. Nous voyons icy par expérience que dans les années où il y a peu de retours en pelleteries, en lettres de change du castor ou sur les Trésoriers, les payements sont plus difficiles que lorsqu'il y en a une plus grande quantité.

La différence qui se trouve de l'estat du commerce de 1733 à celuy de 1734 pour l'entrée des marchandises est de près de 5000011 parceque, outre qu'il est venu une plus grande quantité de marchandises dans cette dernière année que dans la précédente, elles ont esté plus chères en 1734, et que les balles, ballots, caisses, etc. dont le détail n'est point connu avoient esté portez à une estimation trop faible sur l'estat de 1733 : cela a esté rectifié en 1734 après que j'en ay conféré avec plusieurs négociants de France et de Canada, l'estimation portée en l'estat de 1734 est aussi juste qu'elle peut l'estre quand on ne connoit point le détail des marchandises.

Le montant des marchandises sorties est aussi augmenté en 1734 de 2028251l, 10s., il est effectivement sorti beaucoup plus de farines, de biscuits et de légumes qu'en 1733, et si le prix de ces denrées s'estoit soutenu sur le pied qu'elles valoient en 1733, cet article auroit augmenté de plus du double ; il s'est trouvé aussi une augmentation sur la quantité des pelleteries.

L'augmentation ou la diminution tant sur l'entrée que sur la sortie est l'effet des révolutions du commerce que l'on ne peut prévenir.

A l'égard des marchandises de France, les négociants en apportent ou en font venir à proportion qu'ils croyent en trouver le débit

facile et avantageux; lorsqu'une espèce de marchandise a esté rare dans une année, il en vient presque toujours une plus grande quantité l'année suivante, et au contraire. Pour ce qui concerne les denrées du Canada et les pelleteries, il en sort plus ou moins à proportion qu'elles sont plus ou moins abondantes: cela varie. Les farines et biscuits sont à present d'un objet considérable dans le commerce du Canada et leur consommation fait celle des marchandises.

. . . . . Mais le plus grand obstacle au commerce de cette colonie vient du peu d'aisance des négociants dont la pluspart ne soutiennent leur commerce qu'aux dépens des fonds d'autruy; au premier échec ils ne peuvent satisfaire les marchands françois qui leur avancent des fonds, et les demeures ou interests qu'il leur faut payer par la suite les ruinent . . . . . .

HOCQUART

C

From Canadian Archives, *CIIA,* LXXIX, 376-383. Written 1743.

La cargaison d'un bâtiment de 200 tonneaux venant des Isles au Vent en guildives, sucres, sirops et autres effets seroit de 40 à 50 m. ll; les denrées de Canada que ce même bâtiment pourroit porter aux Isles en vivres et en bois monteroit au plus à 15,000ll ainsy le commerce des Isles avec le Canada ne peut trouver sa balance que dans les envoys faits à l'Isle Royale en farines et biscuits pour y estre convertis en morues qui passent aux Isles ou en France. Presque tous les navires de France après avoir fait leurs ventes à Québec se destinent pour les Isles du Vent, passent par l'Isle Royale. Ceux qui retournent directement de Canada aux Isles du Vent ne peuvent faire qu'une partie de leurs retours en denrées de cette Colonie, et le reste en lettres de change, comme jl est à présumer qu'il est arrivé l'année dernière . . . . .

L'entréee des marchandises de France [1742] a estè de 1,894,162ll. 2s. 6d. La sortie pour France de 1,965,996ll. 19s. 7d. ainsy l'excédent de sortie est de 71,834ll. 17s. 1d.

L'entrée des Isles du Vent a esté de 211,614ll. 7s; la sortie pour ces Isles de 55,553ll. 12s; en sorte que l'excédent d'entrée est de 156,060ll. 15s. L'entrée de l'Isle Royale a esté de 77,092ll.; la sortie de 70,357ll. 5s. et l'excédent d'entrée de 6,734ll. 15s.

Les deux excédens d'entrée des isles et de l'Isle Royale joints ensemble montent à 162,795ll. 10s., sur lesquels déduisant 71,834ll. 17s. 1d. de l'excédent de sortie pour France, reste 90,960ll. 12s. 11d. qui est l'excédent d'entrée porté en ces estats pour la balance du commerce général.

La disette des bleds et autres denrées dans cette colonie l'année dernière a diminué de beaucoup les sorties pour les Jsles du Vent et l'Isle Royale, s'il avoit esté possible d'y en remettre la même quantité que dans les années communes, jl se seroit trouvé un excédent de sortie sur la balance du commerce général . . . . .

Plusieurs raisons peuvent persuader que les excédens d'entrée ne doivent pas estre regardez comme dettes de la colonie au commerce de France.

Les dépenses des navires de France dans la Colonie ne produisent aucun retour.

Plusieurs particuliers remettent d'avance en France les fonds des provisions de bouche, meubles et hardes qu'ils veulent en tirer; le montant de ces provisions fait partie de l'entrée, jl n'en est point fait de retour, la colonie cependant ne les doit point quoy qu'il puisse en résulter une augmentation sur l'entrée.

Il reste des marchandises jnvendues dont l'entrée n'est balancée par aucun retour et qui ne sont point dues par la colonie.

Les marchandises d'entrée sont portées sur les estats au prix qu'elles se vendent en Canada et jl ne paroist par qu'elles doivent y estre portées autrement que sur le pied de leur valeur en Canada; le bénéfice qu'elles donnent aux marchands de France est compris dans leur estimation, ce bénéfice tourne au profit du commerce de France. Les marchandises de sortie y sont portées seulement au prix de leur valeur en Canada, sans y comprendre le bénéfice qu' elles peuvent donner en France; il en résulte de l'entrée à la sortie une différence dont la colonie n'est point débitrice.

Pour faire connoistre tout ce qui entre dans la colonie, on a compris dans ces estats les marchandises qui y sont apportées par le vaisseau du Roy pour le service de Sa Majesté, celles comprises en l'estat de l'année 1742 montent suivant l'estimation générale sur le pied de leur valeur en Canada à la somme de 165,364ll. 1s. 6d. non compris celles destinées pour les constructions et armements des vaisseaux du Roy. Ces marchandises ne sont point dues par la colonie le prix de leur achapt en France est retenu sur les fonds que

Sa Majesté y fait remettre pour les dépenses qu'elle veut bien y faire; le plus grande partie de ces marchandises passe en consommation et ne produisent aucun retour . . . . . .

Ce qui est rapporté à Québec par le retour des bâtimens qui vont dans la Baye de Canada, à Pabo, Gaspé et autres endroits de cette Baye a este compris jusqu'à présent dans les marchandises d'entrée au chapitre des bâtimens venant de l'Isle Royale et de la Baye de Canada; l'entrée de ces effets est à la vérité balancée par la sortie de ces mêmes effets dans la sortie générale pour France, mais comme jls sont le produit du commerce jntérieur de la colonie, jl ne paroist pas qu'ils dussent estre employés dans l'entrée.

Ces réflexions peuvent faire juger que la colonie ne doit point au commerce de France le montant des excédens d'entrée qui paroissent sur les estats de balance du commerce de Canada . . . . .

HOCQUART

A Québec le 8e Octobre 1743.

DIFFICULTIES OF THE CAPE BRETON MARKET

From Canadian Archives, *CIIA*, LXXXIII, 14-15.

Québec, 12 7bre 1745

Nous ne parlons point, Monseigneur, de l'intérest de cette colonie, l'Isle Royale luy procuroit le débouché de ses denrées, ce qui n'ayant plus lieu nos cultures tomberont nécessairement, nous en ressentons desjà les inconvéniens; l'esté dernier le prix des farines s'estoit soutenu à 10: et 12: le quintal. La nouvelle de Louisbourg ne nous est pas plustot parvenue qu'elle s'est donnée à 6 et 7: suivant toutes les apparences nous avons une belle récolte. Le bled ne vaudra pas 30s le minot par conséquent plus d'encouragement pour l'habitant. Enfin les deux colonies se soutenoient l'une et l'autre, aujourd'huy la nostre n'a plus d'appuy . . . . . .

On a vu à Gaspé et aux environs jusques à 40 et 50 navires de pesche, elle commence ordinairement du 15 au 20 juin et finit au 15 et 20 septembre, et même plus tard, mais il n'y a pas suffisemment de galets pour les sècheries, les pescheurs y suppléent par des vignaux.

BEAUHARNOIS, HOCQUART

TRADE WITH VESSELS FROM FRANCE

From Bacqueville de la Potherie, *Histoire de l'Amérique septentrionale* (Paris, 1753), I, 276-7.

Le commerce des Marchandises n'est pas extremement considérable; il n'est bon qu'à de petits Marchands forains qui aportent ou font venir tous les ans des Marchandises de France pour sept à huit mille francs. Quiconque en aporteroit pour vingt mille francs, il auroit de la peine à faire la vente la même année. Il y a cependant quelques Marchants particuliers qui ne laissent pas de faire un grand débit. On est beaucoup ménager car on cherche le solide. Le vin & l'eau de vie se débitent avec plus de facilité que tout autre chose.

Le temps où le commerce roule le plus à Québec est aux mois d'Août, Septembre & Octobre, que les vaisseaux arrivent de France. Il se fait un Foire dans la basse Ville; toutes les Boutiques & les Magasins étalent leurs Marchandises. Ce ne sont qu'empressemens de part & d'autre pour se défaire de ses effets, ou pour avoir bon marché. On y voit sur la fin d'Octobre les habitans des campagnes que l'on apelleroit Paisans en tout autre lieu que le Canada, qui viennent faire leurs emplettes. Chacun tâche de régler ses affaires avant la Partance des Vaisseaux, qui veulent profiter de la belle Saison pour éviter un coup de vent de Nord-est, qui vient quelques jours devant ou après la Toussaints. Lorsqu'ils diffèrent leur départ jusqu'au mois de Novembre, ils courent risque de rencontrer des glaces dans le fleuve.

GINSENG

A

From Peter Kalm, *Travels into North America,* 116-117. Written about 1749.

The trade which is carried on with it here is very brisk; for they gather great quantities of it, and send them to France, from whence they are brought to China, and sold there to great advantage.[11] It is said the merchants in France met with amazing

[11] (Mr. Osbeck seems to doubt whether the Europeans reap any advantages from the Ginseng trade or not, because the Chinese do not value the Canada roots so much as those of the Chinese-Tartary; and therefore the former bear scarce half the price of the latter. See *Osbeck's Voyage to China,* I, 223).

success in this trade at the first outset, but by continuing to send the Ginseng over to China, its price is fallen considerably there, and consequently in France and Canada; however, they still find their account in it. In the summer of 1748, a pound of Ginseng was sold for six Francs, or Livres, at Quebec; but its common price here is one hundred sols, or five Livres. During my stay in Canada, all the merchants at Quebec and Montreal received orders from their correspondents in France to send over a quantity of Ginseng, there being an uncommon demand for it this summer. The roots were accordingly collected in Canada with all possible diligence; the Indians especially travelled about the country in order to collect as much as they could together, and to sell it to the merchants at Montreal. The Indians in the neighbourhood of this town were likewise so much taken up with this business, that the French farmers were not able during that time to hire a single Indian, as they commonly do, to help them in the harvest.

B

From Canadian Archives, *CIIA,* CIII, 719-721. Written 1758.

Reflexions sur le commerce du geinsein

C'est icy le lieu de dire qu'il eut peut-être été à souhaiter que la compagnie des Indes ait eu le commerce exclusif de geinsein. On n'en fait usage qu'à la Chine où la compagnie seule a le privilège d'envoyer des vaisseaux; autrefois ce commerce étoit presqu'inconnu en Europe, les chinois tiroient le geinsein de la Tartarie. Ce n'est que depuis quelques années qu'on l'a découverte en Canada. Dans le commencement il ne valoit que 30 à 40 sols la livre sèche, et triée et la compagnie ne regardant point cette partie comme un objet permit aux officiers et supercargues de ses vaisseaux de la porter à la Chine en pacotille, mais 1751 s'étant apperçue que le commerce du geinsein devenoit considérable elle deffendit aux officiers de supercargues de ses vaisseaux d'en charger, il valoit alors 12ll. en Canada et la compagnie l'achetta jusques à 33ll. à la Rochelle alors les négocians de cette place donnèrent ordre à leurs correspondans à Québec d'en achetter à tout prix, on en fit chercher partout sans avoir égard à la saison, de le cueillir et au tems de la sécher à propos. On le mettoit au sortir de la terre dans des fours,

ou à côté de poeles, ce geinsein ainsy cueilli à contre tems, et mal séché valut jusqu'à 25ll. la livre à Québec et il s'en sortit en 1752 pour environ 500,000ll.; dans ce même tems la compagnie des Indes qui pouvoit se rendre ce commerce exclusif ne voulut point en demander le privilege; elle se contenta de ne point achetter des particuliers le geinsein mal conditionné; et de prendre des mesures pour en faire cueillir dans la saison convenable et le faire secher à propos en le gardant à Montréal une année entierre.

La partie considérable qui avoit passé à la Rochelle resta invendue à force de sollicitations la compagnie des Indes en a achetté une partie, une autre à passe en Hollande, en Angleterre et en Espagne, et ce qui en reste à La Rochelle tombera en pure perte. Il est arrivé de là que malgré les deffenses de la compagnie on en a chargé en contrebande dans ses vaisseaux qui en est parvenu à la Chine par la voye de l'étranger et que la quantité et la mauvaise qualité de ce geinsein y a décrié totalement le geinsein du Canada. La compagnie des Indes vient de donner ordre de cesser d'en faire cueillir.

Le geinsein est plus ou moins bon suivant la qualité du terrein et le temps qu'il y a qu'il est enterré; mais tout le monde convient qu'il faut le cueillir en 7bre et le faire sécher dans des greniers sans feu. En 1752 on le cueilloit en may, on le séchoit au four pour pouvoir le faire passer la même année; les habitants trouvant plus de profit à chercher du geinsein qu'à semer du bled abondonnoient leurs terres pour courir dans les bois qui se sont trouvés incendies en plusieurs endroits par le peu de précautions qu'ils prennoient en faisant du feu . . . . . .

XLVII

PUBLIC FINANCE

The difficulties of balancing a budget which were characteristic of the fur trade continued. Exports of fur, agricultural products, and other commodities fluctuated and had their effects on exchange and imports. With an uncertain basis for revenue there was an uncertain growth of expenditures. Garrisons in the interior to check English competition, Indian presents, and wars, together with fluctuating prices were factors making control of the budget difficult. An excess of expenditures brought its usual expedient of inflation and the vicious circle continued.

PROVISIONS FAVOURING COLONIAL TRADE

From Canadian Archives, *CIIA*, XLII, 104.

Extrait des lettres pattentes du mois d'avril 1717 portant règlement pour le commerce des colonies françoises

ARTICLE 15

Les marchandises et denrées de touttes sortes du cru des Isles et colonies françoises pourront à leur arrivée estre entreposées dans les ports de Calais, Dieppe, Le Havre, Rouen, Honfleur, la Rochelle, Bordeaux, Bayonne et Cette, au moyen de quoy lorsqu'elles sortiront de l'entrepost pour estre transportées en pays étrangers, elles jouriront de l'exemption des droits d'entrée et de sortie, même de ceux appartenant au fermier du domaine d'Occident à la réserve des trois pour cent auxquels elles seront seulement sujettes sans que sous prétexte du présent article les négocians puissent se dispenser de faire les retours de leurs vaisseaux dans les mêmes ports d'où ils seront partis, conformément à l'art. 2.

ARTICLE 16

Les négocians des villes dénommées au précédent art. qui feront sortir par mer les marchandises provenantes des dittes Isles et colonies, seront tenus de faire au bureau étably dans le port duquel elles partiront, une déclaration du lieu de leur destination en pays étranger et une soumission, de rapporter dans six mois au plus tard un certifficat en bonne forme de leur déchargement signé du consul françois, s'il y en a, ou à son deffaut par les juges des lieux, ou autres personnes publiques à peine de payer le quadruple des droits.

Sans lieu ni date.

Non signé

DUTIES ON FURS IN FRANCE

From *ibid.*, 103. Written 1720.

Estat des droits d'entrée qui sont payés en France sur les pelleteries qui y sont envoyées de Canada

Sçavoir

Chats cerviers 101. du cent pesant
Martres 2 sols piece

Rendards, Peccans, Loutres, Carcajoux, Pichoux, A 101. du cent pesant

Ours, Oursons 20s la douzaine

Loups de bois, Chats sauvages 10 1. du cent pesant

Peaux d'orignaux vertes, Peaux d'orignaux passées, 5s de la pièce

Peaux de cerfs vertes, Peaux de cerfs passées, 4s de la pièce

Peaux de chevreuils passées, Peaux de cariboux, 10ll du cent pesant

Peaux de loups marins 2 sols de la pièce

Fait à Québec le sixième Novembre mil sept cent vingt.

BEGON

A PLEA FOR TAX REDUCTION

From Canadian Archives, *CIIA*, XLVIII, 176-7.

12 Aout 1726

. . . . . Les bastiments qui vont a la pesche de la morue au bas du fleuve St. Laurent et qui montent a Montreal ou font le cabotage pour amener a la ville des bois, farines, bleds et autres denrees de 5 ou 6 lieues d'icy obligés de prendre des congés pour un an quoique leur equipage ne soient composé que d'habitans tous parens qui dans l'intervalle des semences a la récolte font ces voyages.

Comme ils ne sont point dans le cas d'estre admis a la demie solde, je continue d'avoir l'honneur de vous representer qu'il y auroit de la justice qu'ils fussent exempts des 6d. pour livre comme ceux de l'Isle Royale, qui ne sont point occupes a la culture des terres comme le sont ceux cy.

La perception de ce droit est tres difficile et ne produira presque rien parceque les habitans qui ont un conge pour un an partent de ches eux quand ils veulent, et y reviennent de mesme sans venir a la ville en sorte que le commissaire n'est averty de leurs voyages que quand ils le veulent bien.

BEGON[12]

A Quebec.

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[12]Begon made a similar request dated Quebec, Nov. 2, 1724, *CIIA*, XLVI, 152-153.

EXPENDITURES

From Canadian Archives, *CIIA*, LXXIII, 116-117.

à Québec le 31, 8bre 1740

Je ne peux, Monseigneur, vous rendre d'autres raisons des excédens de dépenses qui se sont trouvez sur les différens exercices depuis 1731, jusques à 1738, que celles dont j'eus l'honneur de vous rendre compte l'année dernière à moins que je n'y ajoute quelques raisons générales. Il n'a jamais esté fait aucun fond extraordinaire pour l'entretien du fort de Niagara qui ne fut établi qu'en 1728. Vous pouvez, Monseigneur, juger de la dépense de ce fort où le Roy entretient 40: hommes de garnison par celle qu'occasionne le fort St. Frédéric; la traite du Roy qui depuis plusieurs années est réduite à peu de chose ne peut dédommager de ces dépenses. La cherté des bleds en 1737 et 1738 ont dû nécessairement augmenter les dépenses en achats de vivres, le bled s'est vendu jusqu'à 4ll 10s pendant ces années là, au lieu de 40: à 45s: le minot dans les années ordinaires. Les présens aux sauvages augmentent annuellement; ce n'est pas que M. le général que cela regarde particulièrement ne les distribue à propos pour le bien du service; cette augmentation n'en cause pas moins un excédent dans les dépenses. La colonie estant devenue plus vivante et plus étendue, les établissements dans l'intérieur et ceux dans les pays d'enhaut qu'il a fallu soutenir, abandonner et reprendre occasionnent des voyages et des correspondances qui ne se peuvent faire sans des dépenses extraordinaires. Il se trouve quantité de menues parties de dépenses employées dans les régistres des magazins qui ont raport aux dépenses extraordinaires dont le fond n'a esté demandé et fait que pour ce qui a esté payé par le trésorier.

HOCQUART

From Canadian Archives, *CIIA*, LXXX, 49.

J'ay celuy de vous adresser le bordereau détaillé des recettes et dépenses de l'année 1742. L'excédent de dépenses se trouve monter à 87,029ll 13: ; les causes de cet excédent sont les mêmes que celles qui ont produit ceux des années précédentes, et particulièrement les dépenses de diverses espèces qui se sont faites à l'occasion des sauvages; les estats que je vous en envoyay l'année dernière mont-

oient à 76 m.ll La cherté des bleds destinez pour la subsistance des troupes a aussi augmenté les dépenses au chapitre des achapts de vivres.

HOCQUART

A Québec le 30 8bre, 1743.

RECEIPTS

From Canadian Archives, *CIIA,* XCIII, 360-361.

Je compte que la recette de tous les droits, tant des liqueurs que des marchandises sèches ne montera dorénavant qu'à 200m.ll quoiqu'elle monte à beaucoup plus cette année, étant entré dans la colonie plus d'effets que jamais et les trois pour cent ne produiront point ce qu'on s'était imaginé, attendu la quantité de fraudes qui se fait; la situation de Québec y ayant des maisons contre lesquelles l'eau bat à haute mer, la rend fort aisée, avec la disposition générale depuis le premier jusqu'au dernier de s'en soustraire.

BIGOT

THE FUR TRADE, 1763-1783

In the period after the conquest, the colony of New France passed through a difficult interval of re-adjustment. The organization which had been built up between France and New France disappeared, and a new organization was established between England and New France. The efficiency of English manufactures which had been partly responsible for the growing importance of English trade with the Indians and for the success of England in the Seven Years' War, materially aided in the re-organization of the fur trade, and it contributed greatly to the solution of the problems of re-organization. The fur trade offered primarily a market for manufactured products, and it supplied a valuable raw material. Moreover, the increasing importance of industrialism in England led to an increased demand for foodstuffs and raw materials and hastened a development of colonial industries which had been starved in the French régime. The fur trade continued to be of dominant importance, but other products were in demand. An outlet was provided for the products of a more diversified industry and the colony escaped in some degree from the fluctuations incidental to dependence on a single commodity. The following documents are chosen especially to illustrate the growing importance of new industries although it should be kept in mind that the fur trade was still of primary importance to the colony.

Several factors were responsible for the contrast between the economic development of the French and English periods. The wide range of the English market for various commodities and the aggressiveness of the English merchants, who depended in part on the efficiency of English manufacturers, counted for much. The shock of new methods and the greater ease with which knowledge was disseminated especially with the marked improvement of communications to the south did much to favour increased production. Improved communications gave a sound basis for credit and made for greater elasticity in business. The influence of the British merchant classes on the government was an important factor. The fur trade became relatively less important with the development of other products, and, with the wide range of British trade and British shipping, fluctuations were less severe with a consequent advantage to Great Britain and to the colony. The northern parts of North America became an integral unit of the British Empire.

THE FUR TRADE 1763 TO 1783

XLVIII

POPULATION

The coming of the English after the conquest was the cause of serious disorganization in breaking up the relations of the colony with France. On the other hand the colony was offered a much wider market and an effective demand for a wider range of products. Moreover, the colony received a direct stimulus which became evident in several directions. The establishment of a newspaper was in itself an evidence of the possibilities of spreading knowledge and of developing a new technique. The number of articles in French in the *Quebec Gazette* was an indication of the possible effects. There are quoted below an article advocating early marriages and large families for the French, and a notice showing that the French were submitting to inoculation. The colony gained directly by borrowing from the experiences of other colonies and especially of the English colonies.

Encouragement to the Increase of Population

From the *Quebec Gazette*, July 4, 1765.

De la Part de Venus

Jeunes garçons, d'un âge meure, qui jouissez des douceurs de la paix, sous l'empire de Venus, et un sage Gouvernement, profitez des bontés d'un Général Pére du peuple, qui s'est toujours distingué en toutes sortes de tems: Ouvrez donc, enfin, les yeux, sur le plus bel ouvrage de la nature; c'est-à-dire, LE BEAU SEXE:— A quoi vous amusez-vous? A rien de solide; ainsi que les papillons et les abeilles qui sucent différentes fleurs, vous voltigez de belle en belle sans vous fixer, vous perdez votre tems, et amusez d'aimables objets qui vivent dans l'espérance; pourquoi ne pas vous déterminer? Ne trouvez-vous pas à Québec et aux environs, d'agreables filles qui ont de la beauté, de la jeunesses, de mérite et de la vertu capables de rendre heureux un mortel? Mais dites-vous, elles n'ont pas de biens: Abus! Et où trouverez-vous aujourd'hui, après les fleaux de la guerre, et les différens accidens qui sont arrivés coups sur coups, de quoi contender votre ambition. Que doit-on desirer dans

le Mariage? Le parfait amour, la sympathie d'humeur, et des talens reciproques: La sagesse, le vertu, et le mérite qui se trouvent dans une fille, sont les richesses que vous devez chercher, qui valent au moins 3000 11. de rente. Dites à présent que vous craigniez de ne pouvoir vivre vous et votre femme en ce pais: Pourquoi resister plus long tems aux décrêts de l'Etre Suprême, aux loix de la nature, et à ce que vous devez à votre Souverain: Quels seront les fruits de vos mariages? Des citoyens que vous donnerez à l'état, des sujets à sa Majesté Britannique, qui remplaceront ceux que la maligne Picotte a impitoyablement enlevé de ce monde. — Mariez-vous, ce sera un bien pour cette Colonie, Dieu benira ces mariages.

INOCULATION

From the *Quebec Gazette,* May 4, 1769.

The French Inhabitants, seeing the many Advantages arising from Inoculation, have at last followed the Example of the English; and we hear, that Mr. Latham has at present some of the first French Families under Inoculation, who are all doing extremely well.

XLIX

AGRICULTURE AND SETTLEMENT

In agriculture new methods of raising wheat, of harvesting, and ploughing were described. New vegetables were introduced and new implements were used. Mixed farming received a direct impetus. New lands were opened up for the settlement of discharged soldiers and the United Empire Loyalists. All of these factors contributed towards a marked increase in production and export.

FLAX

From the *Quebec Gazette,* August 29, 1765.

GEORGE FULTON avertit le PUBLIC

Qu'il achete de la Graine de Lin à Demi Piastre du Minot, pourvu qu'elle puisse lui être levée avant le 10 Octobre prochain, qu'elle soit de cette année et bien nette.

Il previent les habitans que le meilleure methode qu'il y a pour faire de bonne Graine de Lin, c'est qu'après avoir arrache le pied de la terre, il faut le faire bien secher pendant dix à douze jours,

avant qu'ils en fassent sortir la Graine: L'ancienne facon qu'il y a ici de l'étendre sur l'herbe après l'avoir arrachée, est tres mauvaise parce que l'humidité ôte la force de la Graine.

VEGETABLE PRODUCTS

A

From the *Quebec Gazette,* March 2, 1769.

THE SUBSCRIBER INFORMS THE PUBLICK, THAT HE will undertake to serve them throughout the Year with every Vegetable in Season, upon easy Terms, each to be warranted the best of its kind, he having on Purpose last Summer imported a large and useful Variety of seeds suitable to this climate. For the Convenience of such as may be pleased to encourage this useful Undertaking, he will have a cart to call at their Doors every Morning, with such fresh Garden Stuff as are then fit for use. As he has been preparing for these twelve Months past Materials, to put the above Scheme in Execution, he therefore prays those who please to employ him, to give their orders before the first of April, so that he may have proper time to provide a suitable Quantity of Greens and Roots for the Summer and a sufficient Quantity of Cabbages, Savoys, Celery, Carrots, Parsnips, Turnips, Beetrave, Onions and Potatoes, etc. etc. for the winter.

JOHN WRIGHT

B

From the *Quebec Gazette,* March 1, 1770.

To be sold by JOHN WRIGHT, Seedsman, at Mount-Pleasant, near Quebec, the following Seeds, warranted fresh and true of their Sorts, for Cash only, viz.

Blood Red Onion, Spanish Ditto, Portugal Ditto, Dutch Leek, London Ditto, Sugar Loaf Cabbage, Large English Ditto, Early York Ditto, Battersea Ditto, Early Dutch Ditto, Red Dutch Ditto, Yellow Savoy, Green Ditto, Coliflower, Ditto Brocoli, Early Carrot, Long Orange Ditto, Swelling Parsnip, Red Beet, Solid Celeri, Upwright Ditto, Turnip rooted Ditto, Large white Turnip, green Top'd Ditto, Early Dutch Ditto, Prickly Spinage, Round leav'd Ditto, Mountain Ditto, Curled Parsley, Common Ditto, London

Raddish, Curled Cress, Early Cucumber, Long Prickly Ditto, Turkey Ditto, Melon Seeds of many Sorts, Curled endive, Golden Purslain, Lettuce Seeds of Many Sorts, Golden Hotspur Pease, Spanish Ditto, Charlton Ditto, Marrowfat Ditto, Large Marrowfat Ditto, Turky Ditto, Crown Ditto, Nonpareille Ditto, Windsor Beans, Long Podded Ditto, Green Genoa Ditto, Turky Ditto, Nonpareille Ditto, Lisbon Ditto, Mazagon Ditto, Kidney Ditto, A great Variety of Flower Seeds, Herb Seeds of many Sorts, Double Ranunculus, Double Anaemonies, with many other sorts.

Said Wright has for sale all Sorts of fruit trees, flowering Shrubs, Gooseberries, Black Currants, Roses of many Sorts, Plants of all Sorts of Flowers and herbs, Asparagus Plants &c. Commissions from any Part of the Province shall be answered with Care and Expedition.

C

From the *Quebec Gazette,* October 4, 1770.

Said Wright has also for Sale, all sorts of Vegetables for winter use, Cabbages of a large Size, at Two Dollars per Hundred, and Savoys of a monstrous Size, at Fifteen Shillings to Seven Shillings and Sixpence per Hundred, and Carrots at One Shilling and Three-Pence per Bushel.

METHODS OF INCREASING WHEAT PRODUCTION

From the *Quebec Gazette,* April 26, 1770.

. . . . . c'est la Maniere de preparer le Bled de Semence. Il n'y a pas, que je sache, aucun pais en Europe ou l'on seme le Bled sans quelque Preparation. Voici celle que l'Experience me persuade être la plus utile pour le Canada . . . . . .

1°. Il faut mettre le Bled de Semence, huit Minots par exemple, dans une grande Cuve, ou dans un Canot d'une seule Piece de Bois, que l'on place, pour plus grande Commodité, dans une Batterie, on remplit d'Eau cette Cuve, ou ce Canot, assez pour que l'Eau surpasse au moins de deux pouces le Bled.

2°. Pour ces huits Minots de Bled on fait éteindre petit à petit par le Moyen d'un Vase qu'on trempe a differences fois dans cette Eau, trois plaines Terrinées de Chaux vive, ou cinq ou six Pots.

30. Pour la même Quantité de Bled on doit jetter dans la même Eau, par dessus le Bled, un bon Demi-minot de Crotin de Cheval tout récent. Il faut remuer le tout trois ou quatre fois.
40. Douze heures après on retire le Bled qui a près que bû toute l'Eau, et on le laisse quelques Heures egouter en monceau: C'est dans ce Tems que le Bled fermente, et que le Germe commence à paroitre; cinq ou siz Heures après on étend ce Bled avec un Rateau de Bois, sur la Batterie, et il n'est pas long Tems ainsi étendu, sans être en état d'etre sémé: Cinq ou six Heures suffisent pour l'ordinaire.

Advantages de cette Methode

10. Les huit Minots en produiront environ douze, qu'il faut semer comme douze, sans quoi on perderoit beaucoup.
20. Delà il s'ensuit que les Habitans de Canada en trempant leur Bled de Sémence, gagneroient l'un portant l'autre, dix Minots de Bled chacun sur cette Semence . . . . . .
30. On dit, et avec Raison, que le vrai Perou, c'est a dire, le pais le plus avantageux du monde est le Pais où le Bled vient avec plus de Facilite et plus abondance. Les Terres du Canada sont en général très bonnes. L'Ete y est communement très favorable à la Culture; mais le Printems y est tardif, et les Froids viennent de bonne-heure; notre Preparation accellerera, pour ainsi dire le Prentems, de trois Semaines, ou un Mois . . . . . .
40. Ce qui décrédite le plus le Bled du Canada, c'est le Bled noir qui y devient très commun. Je puis vous assurer que j'ai fait choisir, pour ma Semence 25 Minots de Bled le plus noir qu'on puisse imaginer; bien des Habitans me dirent que j'allois perdre ma Terre, ils m'ont produit 300 minots de plus beau Bled qu'on ait jamais vû en Canada. Cette Preparation est encore un Preservatif infaillible contre les Teignes qui coupent le Bled aussitôt qu'il est levé.

Un Habitant que j'avois engage a faire tremper son Bled, vint me dire le Printems dernier que les Vermines ne lui en avoient pas laisse un Grain; je le consolai de mon mieux; mais il le fut d'avantage par sa Récolte, il n'en a jamais eu de si belle. Il est éssentiel d'observer que cette Préparation donne une Vertu, une Force pullulente aux mauvais Grains comme aux bons, il faut par Consequence faire choix de Semence bien nette . . . . . .

L'Ami des Hommes

FARM EQUIPMENT

A

From the *Quebec Gazette,* July 18, 1771.

TO BE SOLD, at private Sale, On the first Day of August next.

A certain Farm, situated in the Parish of St. Ours, ... containing 7 acres in Front and 32 in depth, of which upwards of 60 acres are clear'd and on which is sow'd 25 Bushels of Wheat, 16 Bushels of Peas, 12 Bushels of Oats, one acre of Irish Potatoes, and Half an Acre of English Turnips, also a good Kitchen Garden, the whole being well fenc'd in:—There is on said Farm, a good Dwelling-House, with all its Household Furniture, consisting of Beds, Tables, Chairs, Stoves, &c.— Two very good Barns, and other Out-houses, suitable for Horses, Cows, Calves, Sheep, and Hogs.— To be sold at same Time and Place, four Oxen, four Cows, two good breeding Mares, two Horses, five Calves, ten Pigs, twelve Hogs, nine Sheep, and sundry Kinds of Poultry, and the following farming Utensils, viz Plough, Harrow, Pick-Axes, Wood-Axes, Spades, Shovels, Hoes, Cross-cut-Saws, Whip-Saws, Hay and Dung-Carts, &c. &c.— There is likewise on said Farm a vast Quantity of very good Timber and Fire-wood, very Convenient.

N.B. Any Person inclinable to purchase said Farm, and its Appurtenances, may apply to Mr. James Hanna, Watch-Maker in Quebec, or to Hugh Farries, Publican at the sign of the two Race-Horses, in the Market-Place Montreal.

Montreal, July 1, 1771.

B

From the *Quebec Gazette,* March 14, 1771.

This is to acquaint the public that on Tuesday, the 19th Instant, there will be sold, by Vendue, at the house of Mr. John Franks, at St. Foix, all his Stock and utensils of Husbandry, consisting of, 11 Milch cows with Calf, 3 Oxen, 1 Bull, 4 Yearlings, 28 Sheep, 10 Lambs, 3 Horses, 1 Colt, 4 Hogs, Geese, Ducks, Turkeys, Fowls, Hay, Plough and Geer compleat, Carts, Harnesses, Potatoes, Flax, Scythes, Sickles, Flour and Corn Chest, Iron, Lead, &c. &c.

The sale will begin at 11 o'clock in the Morning, and continue 'til all are sold.

ADVANTAGES OF USING OXEN

From the *Quebec Gazette*, April 4, 1771.

A Writer gives it as his Opinion, "That the most effectual Way of making Meat cheap will be to introduce into general Practice the Use of Oxen in the Cultivation of Land; but as this cannot be immediately done, a Period should be fixed by Government for that purpose; for Instance, at the End of 6 Years; in which Period, there may be 3 compleat Rears, of Bullocks capable of working; for at two Years old, a Bullock is judged strong enough to work. The manner of working them should be single, and in that Direction they will walk as fast in their work as Horses, and endure the Heat and Fatigue of the Summer full as well. 'Tis working them double that occasions their heating and tiring; they receive the warm Breath from each other's Nostrils, and are continually heaving against each other. By this general Use of Oxen, there would not only be a great Saving in the Consumption of Oats, but there will be always Plenty of Cattle for fattening which will keep down the Price of all other Provisions, and several Articles in Trade, as Tallow, Hides, &c. will be greatly multiplied."

NOTES ON AGRICULTURE

From Canadian Archives, *Askin Papers.*

Diary of John Askin, 1774, 1775,[1] Michilimackinac

Remarks

Thru bracking when green, rotten hay or any such stuff on land where pease and buckwheat have been, plow it in the month of Sept., Harrow it in the spring and plant potatoes with the plow without any more dunging.

When potatoes are dug up in the fall, clover seeds may be sowed.

Oats, wheat, clover and turnips may be sowed in the spring on land where potatoes were the year before.

Buck wheat may be sowed the 20th of June on land twice plowed where pease have been the year before.

Potatoes may be planted on stubble ground with dung.

New ground twice plowed I think best for pease.

Oates may be sowed in old turnip ground.

[1]See also *Hardwicke Papers*, Vol. 35915, Pt. II, 295, 302.

IMPROVED HARVESTING METHODS

From the *Quebec Gazette,* December 24, 1778.

Method of getting in the harvest in wet seasons

In order therefore to avoid this inconveniency which would be great, the cover is fastened upon the stack with three ropes placed in a triangular manner. Those ropes may be made of the same straw as the gavels or any weeds found among the corn of which there are but too many; take the first that offers. Of those weeds are made a kind of rope, one end of which is made fast to the covering by twisting it with a handful of straw, and the other by twisting it with tufts of grass always to be found on the circumference of the stack or at the bottom of it. There are several other ways to do it, which you can find out yourself. As for instance, when weeds or grass are not to be met with near the stack to which the end of the rope can be fasten'd, you may thrust it either with a stick or with your hand into some part of the stack . . . . . When it is dry on one side we turn it again on the other: but you know, Sir, that it does not dry on a sudden, and that a day and a half is requisite when it is very wet: Now then, Sir, we have turned and turned it again; the fine weather is over, and our grain is almost dry; only two or three hours more of fine weather is required to render it entirely so; but alas! Next morning it rains, or at least in the forenoon; by which, Sir, all our turning and all the pains we had taken are lost. We must again wait for fair weather, and turn our corn a-new as if we had done nothing before. How will you do then, Sir, will you put it in stacks though it is wet, for my part I know not what is to be done in such case . . . .

When you cut down your corn you have no regard for rain or fair weather. Let it be fair or foul, you always cut down, then you leave it upon the ground until fine weather may permit you to take it off. If you do not cut down during excessive rains you at least do it during the intervals. Indeed the more considerate amongst you take it away as fast as they can; but nevertheless keep cutting without minding the consequence. If the weather continues fair, so much the better, all goes well: but if on the contrary, as you said just now, rain comes on and continues for a few days together, though with intervals of fine weather, then as you said, your corn must be turned almost every day, till two or three succes-

sive fine days permit you to take it away. Consequently, if bad weather continues sometimes, though with intervals even of one or two days, your corn is diminished one third, and often more than one half in value. It is even very lucky in some parts of the country, if they can get it in at last, and are not obliged to give it to their horses . . . . . .

Instead of cutting down their corn without minding what will become of it after, they cut it only but when it is dry, and fit to make stacks upon the spot, because all that is made into stacks is safe, and the rain can do it no harm. This is the difference between you and them. Should the rain continue, they let their corn stand. It is not then so liable to sprout, and two hours of good weather is sufficient to dry it. As soon as it is dry they cut it down, and put it immediately into stacks. If it happen to rain while they are at work, they leave off and wait till the corn be dryed to begin again. At least what is already made into stacks is safe, and they are sure to have it good: and during the intervals of fine weather they employ as many as possible, and thereby expedite the work while it is fine weather . . . . . .

As soon as the straw is dry, every one hastens into the fields. Some to one place, some to another, every one is employed, and none idle. The master, the mistress, the children, and the servants, all go, they are all busy. No body is exempted from work on such occasions, and they dispatch it as fast as possible. The more hands the better, the more grain is got in: insomuch that if they did not lack hands, the greatest harvest might be made in two or three days. On the contrary, with you, though your grain be cut down you have done nothing, whereas with them, when theirs is cut all is done, as they make it into stacks as they cut it . . . . . .

Dec. 31, 1778

. . . . . First of all we finish reaping our corn, that is putting it all into stacks. Then if the weather allow of it and a fine day comes, we go at eight o'clock in the morning and take off the coverings of all the stacks; these coverings are laid upon the ground, the ears upwards, that they may dry the better: after that we take the corn from the upper part of the stack by armfulls, and lay it upon bands spread on the ground near at hand; the quantity necessary to make a sheaf is laid on each band, and thus the whole stack is taken down; then we let the corn dry on the bands for two or three hours, that

is to say, until it is all very dry: for there remains always some little moisture in the stacks, arising from a kind of sweat caused by the continual perspiration of the grain and straw: then the sheaves are bound, carried into the barns, and all is done.

Jan. 7, 1779

I could not give you a better proof of it, than by telling you that we have in our country corn of all sorts, short and long, thick and thin, and that this difference is not at all regarded. We have even such long corn that probably yours does not come nigh it: that is rye, which commonly grows taller with us than here. However all is put into stacks, and we always find our advantage by it. Yet if the straw of the rye was of an extraordinary length, you might do as some amongst us do in that case. Instead of laying the gavels at full length upon the ground, they set them upright, that is, the bottom upon the ground, and the ears upward, as if you put a sheaf upright. To perform this, the first gavel being laid as I just told you, it must be kept up strait till two or three persons more come and lay more gavels by this first, making them lean one against the other to prevent their falling: then you must continue to place the other gavels by and all round those first ones, till the stack is of a size proportioned to the length of the covering, insomuch that this covering may conveniently cover all the upper part of it . . . .

All those stacks, as well this last as those which I spoke of to your countrymen, ought to be round. The good workmen in our country made me observe on that account, that in making up a stack one must always turn from the right to the left . . . . ..

In our canton where the greatest part of the corn is not very thick, two people are sufficient to gather and put into stacks what can be cut down by two reapers. Sometimes before dinner and towards the evening, the reapers are obliged to leave off their work to finish the stacks, of which seven-eights is already done by the others; this is the common way of doing in our canton. But I think that in such countries where the soil is very good, where there are two reapers, two more people are required to carry the corn to the stack and another to range it. It is a custom with us to take the same as that of the stack to make the covering with. If the grain happens to sprout, we make beer of it. That can be no more than a fortieth part of the stack. But in case that loss should appear to be worth attention, the covering might be made of nothing else but rye

straw that was threshed the year before. This sort of straw is even preferable to that of wheat, as being longer it covers the stack the better.

PROTECTION OF GAME

From the *Quebec Gazette,* May 21, 1778.

It is ordered, that no person or persons do for the future shoot or cause to be shot any Partridges from the fifteenth of March to the fifteenth of July in every year, on pain of FORTY SHILLINGS, or to take the same in snares, or destroy their eggs, or to sell or purchase the same during the time aforesaid, under the like fine of FORTY SHILLINGS.

REGULATIONS AGAINST TRESPASSING

From the *Quebec Gazette,* June 3, 1779.

Whereas the inhabitants of St. John and St. Fay have suffered considerable Damage from the number of people who come to kill pidgeons and other game, &c. in wantonly throwing their fences down and leaving them in that state, by which Cattle, Horses, &c. destroy the corn and Hay in their inclosures; they take this publick method to acquaint all such, that after the publication hereof if any person shall be found within such inclosures, treading down Corn or Grass, or passing fences of any kind made on purpose to preserve the Grain and Hay, that they shall be prosecuted for such offence to the utmost rigour of the law, and all the Cattle detained until the damage done by them is paid the Proprietor.
June 1, 1779.

FARMING METHODS

From the *Quebec Gazette,* January 27, and February 3, 1780.

The advantages of deep ploughing are manifold. In the first place roots extend far where they meet no resistance; and the growth above the surface corresponds to that below; roots cramped in a shallow soil, are dwarfish; and consequently so is the tree . . . . In the next place, a deep soil affords not only space for roots, but holds a due proportion of water for nourishing the plant. If more rain fall than the soil can retain, it descends to the bottom of the

furrow, where it lies lower than the roots, or but barely touches their extremities: the season must be very wet that raises the water so high as to do damage. The disadvantage of a shallow soil is in that respect very great. Roots accustomed to earth, are unqualified to grow in water; they suffer when soaked in water; which must often happen in a shallow soil, and is visible above ground by a sickly yellow hue . . . . . There is another disadvantage of a shallow soil; the water lodges so near the surface as to be exhaled in dry weather. Thus, the excesses of moisture and of drought are both of them incident to a shallow soil. In a deep soil, water, lodged at the bottom of the furrow, is a reservoir, which is not exhausted but by long drought. Lastly, a deep soil affords space for placing the seeds so, as that the roots may spread every way: in a shallow soil, if the seed be laid so deep as to be sufficiently covered, it approaches the hard bottom, unkindly to tender roots.

I proceed to other advantages of ploughing. Stiff soil is not penetrable by water; loose soil does not retain it. Ploughing diminishes the tenacity of the former, and opens it to receive water; it makes the latter more compact, and increases its power of retaining water. Some earths fill not the hole out of which they were dug; some do more than fill it. Porosity occasions the former: the pores are diminished by handling, which makes it more compact. Solidity occasions the latter; clay swells by stirring; and continues so, till its former solidity be restored by the power of gravity.

Another advantage of ploughing regards clay chiefly, which by moisture turns hard, if not duly stirred . . . . . .

The proper time of sowing and harrowing is when there is no more moisture than sufficient to give the soil a proper consistence; and I conjecture, that the same degree of moisture is the fittest for making the seed spring . . . . . .

Let rolling immediately follow, to prevent, as much as possible, any more evaporation. Where seed is to be sown in winter, or early in spring, it is right to plough some time before, in order that the superfluous moisture may evaporate; for at that season there is no fear of exhausting the moisture. But late in the spring, if the season be dry, sow the seed immediately after ploughing . . . . .

Plowing keeps the soil loose for roots to take their natural course and open for admitting air, dew, and rain. Dew in particular, which falls in plenty during summer, when most wanted, is lost

upon hard soil, being exhaled by the next sun: but it sinks deep into loose soil and is sheltered from the sun's power. Ground, stirred before winter, is not only laid open to the action of the sun, wind, and frost, but is early ready for a spring crop, beans for example. It soon wets indeed, but it dries as soon. To drench in water, ground left unstirred may require a month or two; but then equal time is required to dry it. The more earth is pulverised, the more water it holds; and the more parts water is divided into, the more readily it is imbibed by plants. If the ground be rendered too loose, rolling not only makes it solid to secure the plants against wind, but also prevents evaporation.

USE OF FERTILIZER

From the *Quebec Gazette*, February 10, 1780.

Manures are of two kinds. One attracts water and is attracted by it, dung for example, salt, calcined limestone commonly called quicklime, or, simply, lime. Another neither attracts water nor is attracted by it, shell-marl for example, clay-marl, raw limestone beat into powder.

Of all manures dung is the most universal. A soil, naturally stiff turns free and open, in proportion to the quantity of dung bestowed on it. Reduce clay into a dry powder: moisten it with water and form it into a ball: repeat the operation at pleasure, it still returns to its original hardness. But moisten it once or twice with the juice of a dung-hill it becomes mellow, and never recovers its hardness. Dung therefore renders clay fertile, by opening it and giving admission to water. It does more: it makes every soil retentive of water. Examine a kitchen-garden that has been often dunged in the course of cropping; it will be found moist above any neighbouring ground of the same original soil.

. . . . . But if vegetable food be contained in dung, which is the most likely, another use of it is to deposit in the ground its vegetable food, which being dissolved in water, is imbibed by plants, and converted into their substance. And from an experiment mentioned above it appears, that water impregnated with dung is of all the greatest nourisher of plants.

A third use of dung is to promote vegetation by raising a kindly heat in the ground. The sun-rays produce the same effect upon ground rendered black by culture, for it is a property of all black bodies to attract and absorb rays of the sun. Heat is best promoted by hot dung: which therefore seems the most proper for corn.

LAND POLICY

EFFECTS OF SEIGNIORIAL SYSTEM

From Canadian Archives, *Hardwicke Papers,* Vol. 35915, Pt. II, 295, 302.

The rule of inheritance in this country amongst the freeholders or peasants is an absolute gavelkind, more compleat than that in Kent, being an equal partition of the land amongst all the children, daughters as well as sons: and the rule of inheritance amongst the seigniors or tenants of the crown by fealty and homage, is that the eldest son has one half of the fathers seigniory, or part of a seigniory and besides this half, one arpent or French acre (being 5/6 of an English acre) of land, wheresoever he thinks fit to chuse it which usually is the ground plot upon which the manor house is built and the yard belonging to it; the other half is to be equally divided amongst all the other children, daughters as well as sons. So that seigniories as well as other lands are subdivided in this country very fast, and there will very soon in all probability be very few proprietors of a whole seigniory . . . . . These seigniories are but poor things being worth upon an average not more than 60 pounds a year apiece. When they are fully settled and improved, t'is thought they will be worth about £200 a year each. . . . . .

The whole is a strip of cultivated country of perhaps three miles deep along the banks of the river Saint Lawrence (which is in most places a mile and a half or two miles wide) in which every bit of wood is cut down, so that there are neither hedges nor trees left but only fields of corn or grass separated from each other by palings of dead wood, and behind this half cultivated country the natural wild woods.

FRANCIS MASERES

SOLDIER SETTLEMENT

A

From the *Quebec Gazette,* March 17, 1768.

Council Chamber, Quebec, 14th March, 1768.

This is to advertise the discharged soldiers and others, who have drawn for Lots of land upon the Bays of Gaspé and Chaleur, that they are at Liberty to go and take Possession of their several Lots, provided they leave their Names and the numbers of their respective Lots in writing at this Office before their Departure: And they are to take Notice, That three Acres at least, for every Fifty Acres of each of their said Lots must be cleared, worked, or drained, within three Years from the Date of this Advertisement; whereof if they fail, the whole will be forfeited to the Crown.

B

From the *Quebec Gazette,* August 10, 1775.

Conditions to be given to such Soldiers as will engage in the Royal Highland Emigrants

They are to engage during the present Troubles in America only.

Each Soldier is to have Two Hundred Acres of Land in any Province in North-America he shall think proper; the King to pay the Patent Fees, Secretary's Fees and Surveyor-general; besides Twenty Years free of Quitrent. Each married Man gets Fifty Acres for his wife, and Fifty for each Child, on the same Terms.

And as a Gratuity besides the above Great Terms, One Guinea Levy-money.

Quebec, August 3, 1775.

SETTLEMENT OF THE SEIGNIORIES

From the *Quebec Gazette,* May 15, 1783.

To the Loyalists, &c.

As many industrious persons at this time might be willing to settle and take Farms in Canada—Charles De Lanaudiere, Esq; anxious to establish a number of Americans upon his Estate of St. Ann's and De. Lanaudiere on the River Masquinonge, will grant the following terms to any person properly recommended, viz.

Ten years free from all rent, after which time they shall pay the accustomed rent of the Country,—For four years the wheat for the use of their family shall be ground for nothing; and all boards necessary for their buildings, &c. shall be sawed gratis at his mill. Both of these Seigneuries are close to the high road, and have grist and saw-mills upon them—they may also depend upon every encouragement in Mr. Lanaudiere's power with regard to provisions, &c. on their first setting off.

N.B. If any other terms are more agreeable Mr. Lanaudiere is ready and willing to make them at as convenient to the Settlers as he with propriety can.

L

INDUSTRY

The industries of the French régime gradually recovered from the effects of the war and to these industries others were added. Potash was exported as a profitable by-product of clearing the land. The iron industry supplied potash kettles and plough-shares. Sawmills were increased in number and staves became important. Domestic industry flourished in spite of the careful attention of the government in prohibiting manufactures which threatened to compete with the home products.

POTASH

EXPORT OF POTASH

From Canadian Archives, *Ermatinger Papers,* S 861. Dated 1767.

Acct. of Pottash Shipped on Bord the Indian Queen, Ebenezer Coyon, for London, as follows—Weight.

		Grosse Wt.			Tare			Nette		
		Cwt.	Qr.	lb.	Cwt.	Qr.	lb.	Cwt.	Qr.	Lb.
No. 1	Punchon	9	2		1			8	2	
2	"	8	3	7	1		1	7	3	6
3	Hogshead	6	3	14		2	6	6	1	8
4	"	7		4		3		6	1	4
5	"	5	3			2	2	5		26
6	"	5	1	18		2		4	3	18
7	"	6	1			2		5	3	
8	Barrel	3		4		1		2	3	4
9	"	3		14		1		2	3	14
10	"	2	2	22		1		2	1	22

		Grosse Wt. Cwt. Qr. lb.	Tare Cwt. Qr. lb.	Nette Cwt. Qr. Lb.
11	"	2 3 4	1	2 2 4
12	"	2 2 18	1	2 1 18
13	"	2 3 18	1	2 2 18
14	"	3 18	1	2 3 18
15	"	2 3 21	1	2 2 21
16	"	2 3 14	1	2 2 14
	Grosse	75 3 8	Tare 7 9	Nette 68 2 27

Montreal the 13th Septembre 1767.

Signed, LAWRENCE ERMATINGER

ADVERTISEMENT SOLICITING ASHES

A

From the *Quebec Gazette*, August 6, 1767.

The subscriber desires that the inhabitants of and near Quebec, may be careful in saving their Wood Ashes, by giving Orders to their Servants to take them from under the Fire every morning, and put them into old dry Casks or boarded Floors, to keep them from Damps or Rain, and as soon as I can have a House fitted to receive them, shall send constantly to every House in the Garrison, and six miles round, and pay Five Pence lawful Money for every French Bushel; if sent to the Works, will give Six Pence per bushel.

As this is intended for a Public Good, I doubt not but a Public Spirit will be amongst the Gentlemen in this Colony, as has been in most Parts of America; and regarded by most People of Rank as an Affair of great Importance in this Part of the Globe, since calcin'd or Pearl-Ashes may be a Staple Commodity in North-America, and a great Help in Remittances Home. Any Gentlemen that are inclin'd to be instructed in the above Manufactuary and their Works, not within six Miles of this city of Quebec, may apply to me at Mr. Ralph Gray's in the Upper-Town, where shall give a Plan how to erect the works, either in the Hungarian, Polish, German or Russian Form, and upon reasonable Terms, by

JAMES STEWART

N.B. As the Inhabitants in and about Quebec, make Use of the Lye of Wood Ashes, for washing or bleeching their Linen, would recommend it to them to keep their wood Ashes for me, and will for every French Bushel of such Ashes send them one Pound of Salts extracted and clear'd, which Pound of Salts put into Eight Gallons of Water, will make a strong clear Lye, and whiten their Linen much better, and with less Labour, as one Pound of Salts, in the Method the Inhabitants now use, will not be extracted from three Bushels.

B

From the *Quebec Gazette,* December 3, 1767.

I have two Men in Employ to call regularly at every House in Quebec twice in the week likewise two Men at Montreal for the same Purpose, and to take the Ashes away from Half a Bushel to any Quantity, so that the Inhabitants may not be incumbered therewith. I would likewise recommend to the Merchants in the Country, to take Ashes in Payment for their Goods, and put them in Stores convenient for Navigation, and advise me thereof, at my Pearl-Ash Works, at Quebec, or Montreal, and if the Quantity exceeds Five Hundred Bushels, I will give Twelve Coppers per Bushel, and for any Quantity under, Ten Coppers per Bushel, or if sent to the Works I will give Two Coppers more.

I shall continue to give Twelve Coppers per Bushel in Quebec and Montreal, and for six Miles round.

Quebec, 1st December, 1767. JAMES STEWART

FAILURE OF FIRMS IN POTASH INDUSTRY

From the *Quebec Gazette,* September 13, 1770.

..THIS IS TO GIVE NOTICE TO ALL PERSONS WHO HAVE any Demands on James Stewart, Pot and Pearl Ash-maker, either on his own Account, or as in Company with Macaulay, Aitkin & Stewart; Allsopp, Welles, Jacobs & Stewart; or Price, Stewart & Price; that they are hereby required to transmit their Accounts to said James Stewart, (Conductor of the several works above mentioned) on or before the 10th Day of September next, in Order that the same may be finally adjusted and settled; as after

that Time no Accounts will be received; And further, that they produce all Mortgages, Deeds or Incumbrances whatsoever, upon any of the aforesaid Manufactories, on or before the 15th of the same Month, at the House of John Ferguson, Inn-holder in Montreal.

Montreal, Aug. 25, 1770.

JAMES STEWART

MANUFACTURE OF POTASH

From the *Quebec Gazette,* March 8, 1770.

Observations on the American Process of Making Potashes

By W. Lewis, M.B., F.R.S.

There is very little wood burnt on purpose for this work, greatest part of the Potash being made from the ashes burnt in common chimneys for domestic uses. The Woods chiefly employed are the hickory, oak, beech, birch, elm, walnut, chesnut, and maple; different sorts are burnt together, old and young, green and dry; and if one sort should sometimes be burnt by itself, the ashes are not kept separate, but put to the same heap with others. It is said by some that a ton of Potash is obtained from 400 Bushels of ashes; by others from 450 bushels; by others from 560 of the best ashes, and double that quantity of the worst, most commonly from 700 bushels; some think that the beech yields most salt, others that the oak yields most, and the walnut least; but that the difference is not great.

The ashes are collected from the country people in winter, and laid in heaps under sheds, or in other convenient covered places, till May or June; not that they are supposed to be any ways improved by keeping, but because the Potash manufacture is carried on during the summer only, the frost rendering the elixation impracticable in winter; at the time of using, they are moistened with water, or weak lye, to lay the dust.

The lye is made from the ashes in backs or vats, the dimensions of which are said to be 8 feet by 10, and 18 inches deep; and three of them which are set at once, to hold 500 bushels. As 3 vessels of such dimensions are scarcely equal in capacity to 300 bushels, the ashes must either be rammed down hard, or heaped above the

sides, or both. Some water is poured on the top, and as fast as it soaks in, more water is put on. According to some, the water is suffered to stand for a week on the ashes; according to others, it is not stopt at all, but runs out as soon as it has penetrated to the bottom in a small stream of a dark-brown, or choclate colour. They continue putting more water on the ashes, till, by the colour and weight of the lye, it is judged that all the salt is extracted. The first lyes, and as is thought the second also, are conveyed into a cistern to be boiled down, the others are reserved to be poured on fresh ashes.

The lye is boiled down in iron pots, some of which hold 60 gallons, though many are less, and some are said to be so large as to hold 80 gallons. Two pots are hung together in brick-work in such a manner, that the fire acts upon the sides as well as on the bottom, The bottoms are subject to crack or split. It is said that some persons in America, having contrived to cast them with the bottoms downwards, so that the bottom is formed of the heaviest and most solid part of the metal, this inconvenience is in good measure prevented.

As the lye evaporates, more is laded in, a gallon or two at a time, till the pots are judged to have a sufficient charge of salt. The salt, in becoming dry, grows so hard, and sticks so firmly to the sides and bottom of the pot, as not to be got off without much labour, but accident has lately discovered to the manufacturers a method of avoiding this most troublesome and tedious part of the process. Instead of waiting till the pots are grown somewhat cool, and getting out the salt with mallets and chisels, as formerly practised, they increase the fire till the pot becomes red-hot and the salt melts; in which state it is convinently taken out with iron ladles, and cast either on a dry floor, paved on purpose, or in old Iron pans. Before fusion, the salt is brown; in fusion it turns of various colours, blackish, reddish, &c. Some suspect that a little common salt is added to make it melt more easily.

IRON PRODUCTS

From the *Quebec Gazette,* October 15, 1767.

Bar-Iron and Plough-Shares, made at the Three-River Iron-Works, are to be sold by Mr. Alexander Dumas, at Quebec; Dumas St.

Martin, Esq; at Montreal, and Mr. Christophle Pelissier, at Three-Rivers, Wholesale and Retail, at very reasonable Prices; Any Person who may want Iron of Particular Dimensions, may send their Orders as above.

From the *Quebec Gazette*, June 29, 1769.

Bar-Iron, of excellent quality, made this year, at the Forges of St. Maurice, to be sold for Cash, by Johnson & Purss, at their store in the Lower-Town of Quebec; by Jacob Jordan, Esq, at Montreal, and by Mr. Christopher Pelissier, at Three-Rivers— The Price as usual, Twenty-two Shillings and Six-pence Halifax Currency per Hundred Weight, Every wholesale purchaser, who shall buy, at any one Time, a Quantity not less than Five Hundred Weight, will be allowed an Abatement of Two Shillings and Six-pence per Hundred Weight. No less than One Hundred Weight will be sold in Retail. — Cast Iron Stoves, Backs, &c. of various Sizes, are to be had at the above Ware-Houses, at very reasonable Rates, with an Abatement of Ten per Cent. to any Purchaser of six Stoves together. Quebec, June 16, 1769.

From the *Quebec Gazette*, January 27, 1780.

As divers sizes of Iron Bars and several other kinds of Cast Iron Work which can be made at the Forges St. Maurice, but which, on account of the uncertainty of selling them, require that they should be made only on express demand, especially Pot-Ash kettles: those who may want such articles in the course of next summer are desired to send their Orders to the Subscriber before the first of June next, in order that preparations (which are almost always indispensable for doing such work) may be made in time, and in such a manner as that he may be able to satisfy his employers.

Those who will hereafter come to the said Forges St. Maurice, and but for the value of fifteen pounds currency, or upwards, will be allow'd an abatement of eight per cent on the current price at the time, in order to indemnify them for the expences of travelling and charges of transport.

Forges St. Maurice, January 18, 1780.

LUMBER

CHARACTER OF LUMBER MILLS

From Canadian Archives, *Shelburne Manuscripts,* XLVIII, 181.
Written About 1763.

Estimate of the Expence of Erecting a Saw Mill

The whole Building with a sett and half of Saws and all other Iron works, one Hundred pounds. N.B. No allowance is made here for the expence of makeing Dams or Mill Race.

A good Saw Mill with fourteen saws will saw Twenty Loggs in Twenty Four Hours, these Loggs will yield two Hundred Merchantable Plank of one and half inch thick and are generally sold in time of peace at one and six pence each, which is about one peney pr foot, every Board about eighteen feet so that two hundred Boards are three thousand six hundred feet, which at one peney pr foot is fifteen pounds.

It requires two men to Cut twenty Loggs pr Day at four shillings each, to bring them to the Mill if Contigious one pound, if at any great Distance five pounds, four men to attend the Mill at seven shillings pr day, an overseer to attend the work eight shillings pr Day, the whole amount seven pounds four shillings.

Gain pr Day seven pounds sixteen shillings, which amounts by the year to two thousand four hundred and forty one pounds eight shillings.

Scantling from three inch by three to five by five is generally sold at one peney pr foot, every thing above these Dimensions is either sold by agreement or about six pence pr cubic foot.

A Mill with one saw will cutt sixty feet in an Hour, which in twenty four Hours is fourteen hundred and forty feet, which at one peney pr foot amounts to six pounds pr Day, and by the year to one thousand eight hundred and seventy eight pounds. Consequently a Mill with fourteen saws will far exceed the above Calculation.

POSSIBILITIES OF AMERICAN LUMBER EXPORT TRADE

From Canadian Archives, *C.O.* 42, I, 7-8. Written 1764.

It is my opinion of the North American Oak, that if care be taken to send the Large, straight, and fine parts of the trees in

square Logs, or thick planks, of any Lengths from 6 feet or more, as it seems to be of an open Grain and tender nature will answer for several uses, instead of Dutch Wainst or Hamburgh Logs, but do not think it will answer so well to send the Tops or coarse knotty parts of the trees, as such sort of stuff can not be used in any but Ruff Works, where it is exposed to the weather or in the ground, which, from its tender nature will not be lasting.

As to the Fir Timber and deals, though what I have seen of them, seems to be of a weak and soft kind, yet think they will be very useful in many sorts of Business, Provided they can be brought something under the Price, of those Imported from the Northern parts of Europe.

The Trees appear fit for hand mast from 18 to 11 hands in size and from about 52 to 79 ft. in Length very full, Top't their is in the whole number 64.

The deals the same nature of our Prussia deals but much fuller of pine, and are from 50 ft. to about 24 ft. in Length, of various thickness some others from 18 to 10 feet in Length and 12 ins. thick, the Quantity Loaded is about 14 or 15,000.

CALEB CARRINGTON

London, Dec. 1, 1764.

From the *Quebec Gazette*, September 12, 1765.

DEMANDS OF ENGLISH LUMBER MARKET

Philadelphia, July 18

Extract of a letter from London, dated May 14, 1765.

"A bounty for 9 years is to commence from the 1st of January, 1766, viz. for three Years. Twenty Shillings for every Hundred containing Six Score Deals, Planks and Boards not less than ten Feet long, ten Inches broad, and one and a Quarter of an Inch thick, and so in Proportion for any greater Length, or any greater Thickness, not exceeding four Inches.

Twelve Shillings for every Load, containing 50 Cubic Feet, of any square Timber of all kinds, not less than 10 Inches square.

For the next three years 12s on deals, planks, and boards, and 8s. on Timber.

For the last three Years, 10s. on Deals, Planks, and Boards; and 5s. on Timber.

It is necessary to be observed, that the Workmen in Great-Britain have been so long accustomed to the Forms and Dimensions of Deals and Timber, imported from Norway and the Baltic, that unless the Americans cut and convert theirs after the same manner, it will not sell to Advantage, which has proved the Case with some Cargoes, lately imported from America, that came of various Lengths, Breadths, and Thickness, in Expectation that it might be sold per the Foot, and in that Way find its Value; in which the Proprietors have found themselves greatly mistaken.

When imported from foreigners, pays Duty per load 3s. 7

Fir Timber not less than 10 Inches square from 20 Feet to 50 Feet long.

An ordinary Kind from Norway now sells at 26s. and 28s. per Load (50 Cubic Feet).

A good kind from Riga, 46s. and 48s. Ditto.

When imported from foreigners, pays Duty per load 8s. 7h.p.

Oak Timber not less than 10 Inches square from 20 Feet to 50 long, £3. £4 per load.

Cedar not less than 10 Inches square, if 16 Inches square the better, from 12 to 20 Feet long.

Many other Kinds of Timber the Produce of America, will probably answer for sale in Great-Britain.

The best in quality of every Sort should only be sent: All coarse Tops of Trees to be cut off, as the Height will be so considerable a Part of the Value.

The following is the proper dimensions of deals for sale in Great Britain:

When imported from foreigners, pays duty.
£18 7h.p. per 120 Deals
£45 10h.p. per 120

Inches Thick	Feet Length	Inches Breadth	Deals from Norway, &c. Now sell in London, viz. Ordinary white Wood.	Yellow Wood
1 and 3 eights	10	10 to 12	£4 to £5 per 120	£7 to £8 per 120
1 and an half	12	Do.	about £8 to £9	ditto.
2	12	Do.		
2 and an half	12	Do.		
1 and an half	14	Do.	In Proportion to Ditto, calculating Length and Thickness, (the Price of one and an half Inch, twelve Feet long, being the Standard.)	
2	14	Do.		
2 and an Half	14	Do.		
1 and an Half	16	Do.		
2	16	Do.		
2 and an Half	16	Do.		
1 and an half	18	Do.		
2	20	12	These Demensions not usually brought from the Baltic but would sell in Proportion to the following.	
2	22	Do.		
2	24	Do.		
2	26	Do.		
2	28	Do.		
2	30	Do.	6s. and 7s. each.	
2	36	Do.	7s. and 8s. each.	
2 and an half	36	Do.	9s. and 10s. each.	
3	40	Do.	12s. and 14s. each.	

All to be perfectly free from Sap, and to be sawed exactly regular and conformable to the above Dimensions; the cleaner and freer from Knots the more agreeable.

N.B. Too great a Quantity of Turpentine will displease, as being offensive to the smell, too heavy, and not easy for the Tools of the Workman.

DEVELOPMENT AND DIFFICULTIES OF STAVE MANUFACTURES

A

From Canadian Archives, *Q*, VIII, 84-86.

Quebec 18th Novr. 1770

By the last vessel that sails from hence for Europe this year, I send your Lordship a Report of the present state of Manufactures in this Province, in which there is little alteration from that of the foregoing years, except in Regard to staves, which tho' mostly cut upon Lake Champlain, out of the limits of the Province, become a Part of it's Returns to the mother country, most of the People by whom they are manufactured, as well as those, who deal in the commodity, residing in the Colony, and the only way of conveying them from thence to a British Market, being in rafts, floated over the Rapids of Chambli, and down the St. Lawrence to Quebec, where they are shipped.

There is one Inconvenience the Dealers in staves have felt and must still necessarily feel, unless the Legislature finds some expedient to relieve, and that is, the want of shipping to carry them home at a reasonable Freight; The Tunnage of shipping from thence, since the Importation of British Spirits here has ceased, is considerably diminished; a scarcity of Grain at several of the foreign markets and the abundance of it here, brought more ships to the Port of Quebec this year, than could be loaded with that commodity, and procured those who had staves by them, an accidental advantage, upon which they can for the future place no certain dependance. . . .

To the Earl of Hillsborough. H. T. CRAMAHÉ

B

From Canadian Archives, *Ermatinger Papers*, S 812.

London, Mr. Benj. Price.

Montreal the 15th Novbr. 1771

. . . . . As for staves it is allmost impossible to purchase any for those who are cutting them either send them home or are already contracted for, it is a dangerous trade for one cannot depend upon any quantity one may contract for with the Canadian, for if one is

disappointed by them there is no resource at least very little for these who chiefly would undertake a thing of that kind are very poor and to be disappointed would attend a great loss which could not be very easy to retrieve.

Those who cutt staves for sale can not confine themselves to the dimensions which recovers the bounty for the bounty lately granted is advantageous to a few individuals and hurtfull to the public for I believe the committee who was nominated and appointed to inspect and fix the proper size the staves should be to recover a bounty was wrong informed and very much imposed upon by those of whom they expected some information relatif to the staves trade for this Bounty is rather a hurt than good, for none in the part of the world can or will make staves as directed for what the bounty grants the freight takes and about 6 per cent besides.

BOUNTIES ON STAVES

From the *Quebec Gazette*, August 29, 1771.

Abstract of an Act of the 11th of George III. Chap. 50 Intituled. "An Act for granting a Bounty upon the Importation White Oak Staves and Heading from the British Colonies or Plantations in America."

"It is enacted, that from and after the 1st Day of January 1772, every Person who shall within the Time appointed by this Act, import, or cause to be imported, into the Ports of London, Southampton, Poole, Exeter, Plymouth, Bristol, Liverpoole, Whitehaven, Glasgow, Leith, Hull, Newcastle and Yarmouth, or either of them, directly from any of the British Colonies or Plantations in America, in any ship or ships that may lawfully trade thither, manned as by law is required, any good, sound, and merchantable Staves and Heading of White Oak, free from Sap, Worm-holes, Knots and Bites, of the following Dimensions, of the Growth or Product of the said Colonies or Plantations, shall have and enjoy, as a Bounty or Premium for such Importation, the following Sums; that is to say:

"For every 1200 (each Hundred containing 5 score) of Pipe Staves, each Stave not being less than 5 Feet 6 Inches long, from 4 and an Half Inches to 6 Inches broad, and 2 Inches thick at the

thinnest Edge, which shall be so imported from the 1st, January, 1772, to the 1st January, 1775, the Sum of Six Pounds.

"For every 1800 of Hogshead Staves, each Stave not being less than 4 Feet 6 Inches long, from 4 and an Half Inches to 6 Inches broad, and 1 and an Half Inch thick at the thinnest edge, imported as above, Six Pounds.

"For every 2400 of Barrel Staves, each Stave being from 3 Feet 6 Inches to 3 Feet 8 Inches at the least in length, from 4 Inches to 5 inches broad and 1 and an Half Inch thick at the thinnest Edge, imported as above, Six pounds.

"For every 3600 Pieces of Pipe, Hogshead and Barrel Heading, each Piece of Pipe Heading being 2 Feet 8 Inches long, each Piece of Hogshead Heading being 2 feet 4 Inches long and each Piece of Barrel Heading being 2 Feet and 1 Inch long at the least, and each such respective Piece of Heading being from 5 to 6 Inches broad, and 2 Inches thick at the thinnest Edge, so imported, Six Pounds.

"For every 1200 such Pipe Staves, for every 1800 such Hogshead Staves; for every 2400 such Barrel Staves; and for every 3600 Pieces of such Heading as above described, which shall be so imported from and after the said 1st January, 1775, to the 1st January, 1778, the Sum of Four Pounds.

"And for every 1200 such Pipe Staves; for every 1800 such Hogshead Staves; for every 2400 such Barrel Staves; and for every 3600 Pieces of such Heading, as above described, which shall be so imported from and after the said 1st January, 1778, to the 1st January 1781, the Sum of Two Pounds; to be paid on Demand to the Importer of such Goods by the Collector of the Port where the same shall be respectively imported as aforesaid, or by the Receiver-General of His Majesty's Customs in England or Scotland.

INADEQUACY OF BOUNTY ON STAVES

From Canadian Archives, *Q*, VIII, 91-94. Written 1772.

An Act for granting a Bounty upon the Importation of White Oak Staves & heading from the British Colonies or Plantations in America

First. Our being restricted to two inches thick at the thin edge in the Pipe Staves, disenables us from availing ourselves of His

Majesty's bounty; Hitherto, our dimensions as merchantable, taken from patterns of Foreign Staves sent out to us from London, have been one and one quarter inches thick at the thin edge, and this being the lowest dimension, the manufacturers have taken care rather to exceed that, and our Pipe Staves are upon an average one and one half inches thick at the thin edge; If they are now restricted to two inches thick at the thin edge, We must expect to receive staves of about two and a half inches thick at the thin edge, and the price must be greatly increased to the manufacturer; this will likewise increase the freight of them home to Great Britain more than one third, to which one third, the Bounty is not adequate. Was the price in Great Britain to increase proportionably to the bulk and thickness of the staves, then this consideration would fall to the ground; but we do assure your Honor this is not the case with respect to staves sent home from hence: And if staves of one and a half Inches thick at the thin edge answer the same purposes, and produce the same price with those of two and a quarter or two and a half Inches, which from all we know and can learn they do; We leave your Honor to judge, if we can get staves manufactured to the thickness required in that Act, when the price must be increased to the Manufacturers and to the shipping that carries them home, in such manner, that Twelve Pounds bounty would not be adequate thereto.

Second. By this Act a Certificate is required from the Officers of the Customs, "Whether such goods or any part thereof are or are not made from white oak, and good sound and merchantable, free from sap, Worm holes, knott and Bites, and are or are not of the dimensions and descriptions before respectively mentioned." This will occasion two surveys of the staves to be made, the first between the manufacturer and the merchant; the second, between the shipper and His Majesty's Officers. In this country where the navigation is clear scarcely Six Months, this double survey is peculiarly difficult, the Short Season we have being expended in once surveying and shipping them, and as they are to be examined again at or after the Landing them in Great Britain; we beg Your Honor would Represent this of surveying the staves twice (which is a Laborious and expensive operation) as a very great incumbrance upon this Trade in the Province of Quebec in particular.

Third. The diminution of the bounty, forty shillings per Thousand in every three years, is also a circumstance not very flattering to people concerned in this trade in the province of Quebec, where the expence and difficulty of finding proper Timber and converting the same into staves is annually increasing; This we shall not insist on at present, as we are persuaded that His Majesty, if it should be found necessary, will continue the bounty of Six pounds per Thousand to a longer period than the first of January 1775.

We beg Your Honor to observe, that this Trade is already begun in this Province and brought to a considerable extent, that the principal discouragement it labours under is the want of shipping from Great Britain to carry home the staves at a reasonable freight; the quantity of freight out from Great Britain to this Province has very much diminished for some years by past, and the bringing out ships in Ballast is so very expensive, that the stave cannot defray the expence of the shipping out and home; And we are thoroughly convinced that the difficulties that we have hitherto laboured under in carrying on the stave and lumber Trade would be removed more effectively, and with less trouble to Government, by granting a bounty of so much per Ton each that should come out from Great Britain and take in a Loading of staves or Lumber, to be landed in the Ports mentioned in the Act of Parliament; this would certainly promote both these Trades and usefully employ a great number of British ships and Seamen.

To the Honble Hector Theophilus Cramahé, Esqr.

[Signed 17 names]

Copy of a memorial relative to Oak Staves, etc., dated Quebec, 25th Oct. 1772.

GENERAL INDUSTRY

DESCRIPTIONS OF INDUSTRY

A

From Canadian Archives, *Q*, V, Pt. 2, 760.

Quebec, 31st August, 1768

The policy of the French Government in encouraging the people to spread, and not permitting them to associate in Villages, was admirable for the Prevention of their engaging in Manufactures,

likely to prove disadvantagious to France, and the strict Execution of their Police rendered a formal opposition of the orders of the court for that purpose, or to the regulations of those, in whose hands the administration was placed impracticable to individuals, or any particular set of them; The high Price of all sorts of Goods from France, during the course of these two last wars, nevertheless defeated the views of Government, rendered the people ingenious in supplying their wants by the labour of their Hands, and ever since they have manufactured some part of their cloathing, which may perhaps rather increase, than diminish to the detriment of Great Britain, unless diverted from it to some object of a more immediate and striking advantage.

Most of the unwrought iron imported here is either Spanish or Swedish, while that of Trois Rivieres, I am well assured, still exceeds, and therefore may hereafter not only save that foreign Importation, but in Time become an Object of public Utility.
The Earl of Hillsborough.

GUY CARLETON

B

From *ibid.*, 763-764.

Report of the state of manufactures in the Province of Quebec, August, 1768.

In Linen. Within a few years the inhabitants of the province have grown a considerable quantity of flax which they work up into coarse linens, of the quantity made, there can be no certain computation, as it is all spun and wove in private Families, and little or none disposed of at public Market.

Woollen. The winters in this Province are too long to admit of large Flocks of Sheep being kept, few of the Inhabitants, however, but what have some, the women knit the wool into stockings, and by mixing it with thread, make a kind of Linsey, Woolsey stuff, which cloathes many of the Men; nay it is conjectured, by some, that caps and Blankets excepted, which are all of British manufacture, one third of the people cloath themselves out of the country produce, this is however meer conjecture, and is not formed from any well founded calculation.

Earthen Ware. They make a quantity of earthen ware, such as pans to hold their milk and for other uses, but of a very coarse sort.

Tanned Leather. There are some Tanneries in the country the leather they make is but very indifferent, they tan chiefly with from the neighbouring colonies, as the strong high priced Leather from Britain does not answer.

Bar Iron. The Forges of Three Rivers, having been set to work this year, it may be supposed, will yearly make about four thousand weight of Bar Iron.

Wrought Iron. There is not much Iron manufactured here, but for the most common uses, and Edge Tools, axes and Hatchets, for the consumption of the country, and Indian Markets, this being an article in which the British Manufacturers have not hitherto been able to hit off the taste of the natives, or consequently the wants of the Traders.

Hats. About a year or two ago a Hatter from New York set up that Business at Montreal, and made exceeding good Hats, all to the Dye, in which he did not succeed, but has met with so little encouragement, he has of late betaken himself to the keeping of a public House, and does little in his own Trade.

Pot Ash. A native of Britain, last Fall set up here the pearl and Pot ash Business, but tho' in it's infancy, he has met with some accidents, which will prevent his doing any thing considerable therein this year, there is some Reason to hope, he will succeed, and that this article, in Time will become a valuable Brand of the commerce of this country.

GUY CARLETON

C

From Canadian Archives, *Q*, VI, 170.

Report of the state of manufactures in the Province of Quebec, November, 1769.

A Distillery of Rum from Melasses has been erected last Summer at Quebec, and lately set to work, it is difficult as yet to form an Estimate of the quantity it may yearly manufacture.

GUY CARLETON

D

Report of the state of manufactures in the Province of Quebec, November, 1770.

From Canadian Archives, *Q*, VII, 354.

The Pot Ash business which was set up about three years ago, and hitherto attended with little success, at present wears a better appearance about Fifty Tons of that commodity, said here to be of a very good quality, are sent home this year.

The Forges of St. Maurice near Three Rivers actually make about four hundred thousand weight of bar iron; they also cast iron stoves and pots.

E

Report of the state of manufactures in the Province of Quebec, November, 1771.

From Canadian Archives, *Q*, VIII, 88-89.

Upwards of two hundred tons of Pig Iron have been sent home this year from the Forges of St. Maurice; they have not made so much Bar Iron as usual, but they continue to cast Iron stoves and Pots for the use of the country.

One distillery still at work which has and will manufacture in the course of a year near seventy thousand gallons.

In the present year, including the last ship now loading (oak staves) above one hundred and fifty thousand have been sent home.

H. T. CRAMAHÉ

MERCANTILE POLICY

From Canadian Archives, *Q*, V, 839.

Whitehall, 15th November 1768

Hillsborough to Carleton.

Sir,

The report of the state of Manufactures in Quebec, referred to in your letter No. 3, appears to be very accurate, and I am concerned to find that the Manufacture of Linnen and wollen is carried on to a greater extent than I conceived the nature of that Country and Climate could have admitted of; at the same time I

entirely agree with you in Opinion, that positive prohibition is equally impracticable and impolitic, and hope that when the arrangements for this Colony are settled, such a Revenue will be proposed as may furnish the means of Encouragement for those articles of Cultivation you mention, which will be the most effectual means of diverting the People's Attention from Employments less beneficial to this Kingdom.

LI

LABOUR

The scarcity of English labour after the Conquest was apparently responsible for reliance on indentures and slavery. The disorganization of industry during the war had an unfortunate effect on labour and poverty. The immigration of skilled labour on the other hand hastened recovery.

SLAVERY AND INDENTURE

From the *Quebec Gazette*, July 26, 1764.

Montreal, July 19th, 1764

Run-Away from the Subscriber, last Sunday Morning, an Indented Servant Girl, a High-Dutcher, named Catherine Elixabeth Renoe, about 20 years of Age, sworthy Complexion, short Stature, inclined to Fat, speaks good English and a little French; Had on when she went away, a short gown, either red and white or blue and white striped, black or light coloured quilted Petticoat, and Check Apron. Whoever secures her, so that her master may have her again, shall receive Twenty Shillings Reward, if taken on the Island Montreal, or Forty Shillings if taken any where else, Currency, and all reasonable Charges, paid by

JAMES CROFTON,
Living in the Market-place.

All Masters of Vessels and others, are hereby forbid to harbour or secret her, as they shall be prosecuted to the utmost severity of the law.

From the *Quebec Gazette*, June 27, 1765.

Run-away from the Subscriber, on Tuesday Morning last, a Negro Man, named Drummond, near six feet high, walks heavily: Had on when he went away, a dark coloured Cloth Coat and

Leather Breeches, Whoever takes up, and secures the said Negro, so that his Master may have him again, shall have FOUR DOLLARS reward, and all reasonable Charges, paid by

JOHN MCCORD

Speaks very bad English, and next to no French.

From the *Quebec Gazette,* November 24, 1766.

TO BE SOLD

An indented servant woman, who has three years and eight months to serve.

From the *Quebec Gazette,* June 20, 1765.

To be bought and sold by ROBERT SKINNER, upon Commissions, at the sign of the Sugar Loaf, in Champlain-Street, near the Steps leading from the High to the Lower-Town, where there is to be heard of, masters for Servants, Houses to let, Ships for freight, &c. &c. &c.

From the *Quebec Gazette,* August 20, 1767.

And on the first of September next will be sold, at Mr. Tichbourne's, some Negroes, of both sexes, chair, saddle and work-horses, with oxen, cows, sheep, etc.

From the *Quebec Gazette,* June 18, 1767.

TO BE SOLD,

A Healthy NEGRO BOY, about 15 years of Age, well qualified to wait on a Gentleman as a Body Servant.

From the *Quebec Gazette,* Nov. 17, 1768.

TO BE SOLD, a very healthy Negro Girl, about Eleven Years of Age, speaks both French and English.

From the *Quebec Gazette,* Feb. 23, 1769.

Mr. Prenties has to sell a Negro Woman, aged 25 Years, with a Mulatto Male Child 9 Months old: she was formerly the Property of General Murray; she can be well recommended for a good

House-servant, handles Milk well, and makes butter to Perfection: Likewise a Negro Man, aged 23 Years, a very good House-servant, understanding waiting upon a Gentleman, and looks well in livery.

From the *Quebec Gazette,* December 20, 1781.

MR. R. GRAY at New-Garden near Quebec, having two likely, healthy NEGRO WOMEN both brought up to house work, the one aged about thirty and the other about eighteen years, is desirous of disposing of one of them as they disagree together. They have both had the Small-pox and can be well recommended.

From the *Quebec Gazette,* Nov. 6, 1783.

TO BE SOLD

A NEGRO WENCH about 18 years of age, who came lately from New-York with the Loyalists. — She has had the Small-Pox — The Wench has a good character and is exposed to sale only from the owner having no use for her at present.
Likewise will be disposed of a handsome Bay MARE.

APPRENTICESHIP

A

From the *Quebec Gazette,* July 5, 1764.

WANTED

As an Apprentice to the Printing Business, an ingenious Boy, about 14 Years old, who can be well recommended; if he can read, write, and should be able to make himself understood, in both French and English, he will be the more acceptable. Application to be made to Brown & Gilmore, at their Printing Office, in St. Lewis's-Street.

B

From Canadian Archives, *Ermatinger Papers,* S 812.

Mr. Randle Meredith, Quebec, the 19th December, 1774

I should be glad if you could engage som sober spreightly young man for 3 years to go into the upper country there to winter and to do such other business as I should find necessary it must be

either an Englishman or a Scotchman and must writte a Tolerable good Hand also a Boy of about 14 or 15 years old and to have him bound to me till 21. He is also to go into the upper cuntry it must not be a Canadian.

C

From the *Quebec Gazette*, October 21, 1779.

WANTED, an apprentice for seven years,

A Youth of 13 or 14 years of Age, born of honest Parents, able to Read and write; tractable and good temper'd (not sulky) of honest inclinations and an active Spirit; such a one, by his Parents consent, applying to PETER MILLS, will be furnished Bed, Board, Clothing, Washing and Lodging befitting an Apprentice, and be instructed in the Duties and Business of a Wholesale and Retail Store.

SKILLED OCCUPATIONS

A

From the *Quebec Gazette*, July 5, 1764.

D. Galwey, Interpreter, appointed for the Courts of Judicature, to be soon established in the Province of Quebec, having taken the Oaths requisite, also to keep the secrets of those who shall employ him, before the Right Honourable William Gregory, Esq; Chief Justice of the Supreme Court of said Province, makes true Interpretations, and translates all written or printed Instruments; Those who may have Occasion to apply to him will be pleas'd to enquire for him at the Widow Planty's, opposite the Recolets Garden until he shall have provided an Office in a more convenient Part of the Town.

N.B. Merchants Letters, Accounts, &c. are translated with the greatest Care, Diligence, and Secrecy.

B

From the *Quebec Gazette*, July 5, 1764.

William Laing, Taylor from London.

Begs Leave to inform the Gentlemen of this city, that he is lately returned, and thinks it his Duty to take this Method of returning

Thanks to his Customers for their former Favours; and likewise to acquaint the Publick, that he now carries on his trade, at the sign of the Crown, in the back Street, that leads from the Wall of the Seminary to St. John's-Street. Those who favour him with their Employ, may depend on having their Cloaths made compleatly, and at a reasonable Rate, by their

Most obedient Servant

WILLIAM LAING

N.B. His wife carries on her Business of Mantua-making in all its Branches, and the newest Fashions.

C

From the *Quebec Gazette,* July 5, 1764.

JAMES HANNA,

Watch and Clock-maker from Dublin, at the House of Mr. John M'Cord, near the Palace, Quebec.

MAKES and mends all Sorts of Watches and Clocks, Jewels, &c. with the greatest Care and Expedition. All those who please to honour him with their Commands, may depend on having executed punctually, on the most reasonable Terms.

N.B. He gives the highest Prices for old Gold and Silver.

D

From the *Quebec Gazette,* December 6, 1764.

William Gunn from EDINBURGH, and John Murray from London, both SHOE-MAKERS, in the House of GEORGE HIPS, on the Market-Place in the High-Town.

Make all Sorts of Leather and warm Cloth Shoes, Pumps, Boots and Half-boots, in the most neat Fashion. All those who please to honour him with their Commands, may depend on having them executed punctually and expeditiously.

WAGES

A

From Canadian Archives, *Ermatinger Papers,* 1764.

The 5th July John SansTurette a Servant Man entered into our Service, for common use to the partnership at the rate of Three dollars and 1 pair of Shoes a Month.

Margareth our Servant maid entered into our service the Month of July at 4 dollars month.

Le Compte is engaged this Month at 30 Livres a month.

John entered in our service October 5th at 4 dollars and a half a month.

William our servant men entered our house 11th Jan. 1765 at 3 dollars a month. Paid 1 dollar.

Memorandum. the 19th June 1765. Published at the Hospital church door the following orders—

Each Labourer to have—
from the 1st Aprill to 30th 8bre 40 sous p day.
1st November to 30th March 30 sous p day.

B

From the *Quebec Gazette,* June 19, 1766.

This is to acquaint the publick,

That Richard Dee, Black-smith and Farrier, from London, in the Street St. Flabien, shoes Horses with four new Shoes, for Four Shillings Halifax Currency the Set, and removes Four for One Shilling and Six-pence Halifax Currency.

C

From the *Quebec Gazette,* March 16, 1767.

Wanted, twenty Cod-Fishers, for Gaspé and the Bay of Chaleur, Any young man willing to engage himself for Six or Twelve Months, from the First of May next, may apply to Monsieur Chabot, in the Lower-Town.

D

From the *Quebec Gazette,* Feb. 17, 1780.

Wanted to be employed at Niagara,

1 Wheel-wright,
1 Blacksmith,
1 Sawyer,

6 Labouring Men that understand driving Ox or Horse Teams,

1 Cooper, if he can write a tolerable Hand may have good encouragement.

POOR RELIEF

A

From Canadian Archives, *Q*, I, 4-5.

Quebec 28th January 1761

The misery and distress to which the Canadians of the Quebec Government are reduced is beyond my power to describe, to think of it is really shocking to humanity. It affords the King's British Subjects an opportunity of exerting that charity and Benevolence inseparable from the sentiments which the dictates of our religion, and the freedom of our laws must ever inspire. The officers and merchants have made a collection of near six hundred pounds sterling and the soldiers have insisted on giving one day's provision in a month for the support of the most wretched; Without these aids many must have perished, and still I dread a famine unless the supply of corn which I have solicited from the Upper Government can be furnished us; that part of the colony suffer'd little in comparison of this, and Mr. Gage makes me hope for relief.

JA. MURRAY

B

From Canadian Archives, *Ermatinger Papers.*

The 24th July 1765. Send Marie Duncan to George the Baker for twelve Bushel of Corn coming from charity for the pauvre people which are burnt out.

LII

INTERNAL TRANSPORT

Water transport was improved and extended on the St. Lawrence, the Great Lakes, and even the Mississippi. The improvement of water transport was a direct stimulus to trade and industry, and had its influence on land transportation. The complaints of bad roads and bad streets were an indication of the demands for improvement, and the regulations of traffic and charges for ferries and other conveniences were an indication of increasing attention to improvement. New roads were built and connections especially between Montreal, Albany, New York, and Boston were rapidly extended.

STORAGE OF CANOES

From the *Quebec Gazette*, March 22, 1770.

Those who have canoes in the Shed of Madam the widow La Brosse, at Point à Carriere are desired to take them away, before the End of May next; after which Time such as may remain will be publickly sold to pay the Hire of said Shed.

TRANSPORT ON THE GREAT LAKES

A

From the *Quebec Gazette*, March 22, 1770.

Freight of Packs, &c.

From Michilimakinack to Detroit, per Pack	£ 0	4	0
From Detroit to Niagara, exclusive of the Carrying-Place, ...	0	4	0
From Niagara to Ontario, each Pack, ...	0	2	0
From Niagara to Fort William Augustus, per Pack, ...	0	4	0

The vessels (wind and weather permitting) will sail from Ontario the 10th of May and 1st of September, and from Fort Erie, the 20th of May and 20th of September; as also at any other times when there is sufficient freight; and from Detroit to Michilimakinack, when most convenient for those who may have effects to send there. The vessels arriving from Ontario, will discharge at the Lower Landing, and at little Niagara, boats and men will be found to transport the goods and packs, to, and from, Fort Erie gratis. The utmost care will be taken of everything sent, and proper stores provided at Fort Erie. The masters of vessels will sign bills of lading for any merchandise that are shipped on the above conditions. As no charge will be taken at the Carrying-Place, at Niagara, every owner of goods, must provide a careful person to take charge of their effects at that place. By adopting this manner of conveyance to the several posts, the property of an Indian trader, and his credit (of course) with his merchant will become infinitely less liable to hazard than in that of proceeding single and defenceless in small open boats, which subjects them to be seized by the Savages; who thereby become possessed of ammunition and cloathing, that may enable them to carry on a large series of hostilities against

our posts and settlements; an event of the most mischievous tendency to the British government, destructive of Human life, and which would produce a train of calamities horrible to be reflected on, yet ever to be apprehended from the uncertain duration of peace with our troublesome neighbours.

B

From the *Quebec Gazette,* March 22, 1770.

CAPTAIN GRANT,

Informs the Traders at MICHILIMAKINACK, Detroit, and Niagara.

That he will transport their Merchandise in the vessels on the Lake, at the following Rates:

	New-York Currency
From Ontario to Niagara, a three handed Boat, or 12 Barrels; the Distance about 170 Miles,	£ 6 0 0
From Fort William Augustus per Barrel, to Niagara; the Distance about 300 Miles,	1 0 0
From Niagara to Detroit, a three handed Battoe Load, or 12 Barrels, exclusive of the Carrying-Place; the Distance about 300 Miles,	12 0 0
From Detroit to Michilimakinack, a three handed Battoe, or 12 Barrels; the Distance about 400 Miles,	12 0 0

All other Things will be transported in Proportion to the above, and nothing charged for any small Articles in a Battoe, over the 12 Barrels.

C

From Canadian Archives, *Q,* XLVII, Pt. 1, 138-139. Written 1788.

The vessels sailing on these waters being seldom for any length of time out of sight of land, the navigation must be considered chiefly as Pilotage, to which the use of good nautical charts are essential, and are therefore much wanted. That Gales of wind or squalls rise very suddenly upon the Lakes and from the confined state of the waters, or want of Sea-room as it is called, Vessels here may

in some degree be considered as always upon a Sea-shore and this seems to point out the necessity for their being built such construction as will best enable them to work to windward.

Schooners should perhaps have the preference, as being rather safer than sloops, they should be from eighty to one Hundred Tons burthen on Lake Ontario; and fifty tons burthen on Lake Erie and Huron; but if not intended to communicate between these two Lakes, they may then be of the same size as on Lake Ontario . . . . .

It does not seem adviseable, nor do I know of any good reason to continue the practice of building vessels flat bottomed, or to have very little draft of water, they are always unsafe, and many of the accidents which have happened upon the Lakes, have perhaps in some degree been owing to that construction; on the contrary, if they are built on proper principles, for burden, as well as for sailing; they will be safer, and will find sufficient depth of water, proportioned to any tonnage which can be requisite for them upon these Lakes . . . . . .

To Lord Dorchester. GOTHER MANN

THE MISSISSIPPI

From Canadian Archives, *Haldimand Papers,* B, LXX, 24.

8th April, 1773

However in the mean time I shall just observe that at the lowest the Mississippi was ever known to be, there was then water sufficient for vessels of double the burthen you mention to descend; and tho' they cant with safety pro [ceed] in The night, they may allways when necessary anchor in a good sandy bottom, as for rocks there was no such thing ever known in the bottom of the Mississippi from the Ohio to the Sea; However when the River is at the lowest there is always a sandy beach on the bends of the river on one side, and to the other side the channel runs so near that vessels may allways with ease and safety make fast to the bank, therefore it may be truly said, that the Mississippi is allways navigable for vessels at least of 200 Tons Burthen . . . . . .

Gen. Haldimand. THOS. HUTCHINS

ROADS AND STREETS

A

From Canadian Archives, *Q*, V, 357.

Quebec 14th November 1767

Messrs Stephen Moore, John Franks and Peter Faneuil inhabitants of the Lower town came before the committee and represented that the streets in the Lower Town are extremely durty and muddy which endangers the healths of His Majesty's Subjects and that an order to every inhabitant to remove the mud from before his own house might be effectual to remedy that nuisance. And that the inhabitants Pile Wood and Timber and leave their carts and trucks standing in the streets to the danger and annoyance of His Majesty's Subjects in the dark, and that there are numbers of Hoggs running loose about the streets apt to destroy anything that may be left without a guard to take care of it, and that these Hoggs are very great nuisance to the public and orders ought to be given for their proprietors to keep them confined: They further represent that such orders cannot be effectually executed but under the inspection of a particular person to be appointed for that purpose. Minutes of His Majesty's Council. J. GOLDFRAP

B

From the *Quebec Gazette*, July 6, 1769.

Dans certaine occasion vous voulutes bien faire attention à quelques observations que je vous envoiai, je prens la liberté de vous acheminer les suivantes, qui quoi-qu'elles soient sous les yeux du Public entier, et que tout le monde se plaigne, personne ne cherche les moiens de remedier à un mal aussi grand que celui des mauvais chemins, aux environs de cette ville particuliérement; je ne parlerai point des rues, depuis que les Grands Jurés ne sont plus de représentations, en aiant reconnu l'inutilité; il me fiéroit mal de toucher cette corde. Si pour me dégager de l'odeur qu'elles repandent, et pour le bien de ma santé; je vais faire un tour hors de ville, je suis dans une crainte continuelle, soit de me torde le col ou estropier mon cheval, casser ma caleche, &c. non point tant pour la perte qui pourroit resulter de ces deux derniers accidens, que par ceux qui en sont ordinairement la suite. Que je me tourne de quel couté

que ce soit dans les environs de cette ville, je ne vois que des ponts cassés, des traversins qui manquent, d'autres où ils ne sont point arrêtés, et un nombre infini d'orniéres. Je m'estimerois heureux si j'etois le seul qui souffrit de tous ces desordres; Mais quand je considere, que les habitans de cette colonie n'ont que cinq mois dans l'année pour faire tous leurs ouvrages, et que les mauvais chemins leur sont perdre un tems considerable et rendent l'accès de la ville très difficile à ceux qui sont même à une petite distance comment peut on s'attendre que ceux qui sont plus loin y viendront apporter non ce qui nous est superflûs, mais le nécessaire; c'est par-là mettre des bornes à l'industrie de nombre de pauvres gens, et un vrai moien de nous faire paier cher tout ce dont nous avons besoin pour notre nourriture, ce dont nous avons pas besoin, aiant beaucoup de peine à se tirer d'affaire dans des tems aussi durs.

C

From the *Quebec Gazette,* March 30, 1769.

TO THE PUBLIC

A Road is opened from Skene's-Borough Landing-Place, at the Head of South-Bay, in Lake Champlain, which leads to the Albany Road, near Fort Edward: New Bridges are thrown over all the Rivers and Creeks in this Road, so as to render it a very safe easy, and convenient Way for Travellers to and from Canada.

The Packet-Boat between St. John's, in the Government of Quebec, and Skene's Borough goes every Fort-night regularly, which makes a safe and speedy Passage, from one End of Lake Champlain to the other, certain.

By this route Lake George, and the Carrying-Place between the two Lakes, are avoided, and the Distance between Montreal and Albany shortened.

D

From the *Quebec Gazette,* March 1, 1770.

TO THE PUBLIC

FROM Skene's-Borough, at the Upper End of South-Bay, in Lake Champlain a Road is opened towards Boston, by Deerfield and Hartsfield.

All Persons travelling to Boston will find this Road much better, Forty Miles shorter and much more agreeable than by the Way of Albany, as there's no Ferry to delay Passengers.

Sleighs can now pass this Way; and next Spring the Road will be made passable for Carriages.

Skene's-Borough (by this new Road) is at the same Distance from Boston that Boston is from New-York, about 278 Miles.

E

From the *Quebec Gazette,* May 21, 1778.

District of Quebec, April 14, 1778.

The Carters of the City and Suburbs of Quebec, having represented to this Court, that it is impossible for them to continue to cart at the regulated price, by reason of the high prices of Provender, Provisions, &c.

The Court having taken the same into consideration, It is ordered, that from the date hereof, the several rates of cartage be augmented one fourth, until otherwise ordered by the Court.

It being represented to the Court, that the houses, stores, &c, in the Lower-town of Quebec, are greatly in danger, from boiling of Pitch-pots and burning the bottoms of vessels in the Cul-de-Sac, It is ordered, that from and after the Publication hereof, no person or persons do presume to boil any Pitch in pots on the King's Wharff, or in any part of the Cul-de-Sac, or the streets adjacent thereto, or burn or cause to be burned the bottom of any ship or vessel lying in the said Cul-de-Sac, or along any of the Wharffs or Quays adjacent thereto, on pain of FORTY SHILLINGS.

Many of the Chimnies and gavel or pinnion walls of the Houses in Quebec being represented to be in great decay for want of Repairs, It is ordered, that the Overseer, to prevent accidents by fire, do examine the same, and where he finds any chimnies, or walls of Houses in decay, so as to endanger the lives of His Majesty's Subjects, that he give notice in writing to the owner or occupier of such Houses (where the walls or Chimnies are in decay) to repair the same in two months from the date of such notice, any person refusing to comply with such order or notice, shall forfeit the sum of TWENTY SHILLINGS . . . . . .

It being represented to this Court, that the fire-wood for this Season was cut before the last regulations in that behalf was publish'd, It is ordered, that the said regulation which fixed the length of fire-wood at two feet nine inches between the cuts, be postponed to the first day of May, 1779, when it shall take place and be in force.

That no Butcher or Butchers shall after the publication hereof presume to sell or cause to be sold any Butcher's meat otherwise than by weight, and in such publick stalls in the market-place, as shall be alloted for that purpose by the Commissioners of the peace on pain of FORTY SHILLINGS.

F

From the *Quebec Gazette,* April 22, 1779.

It is ordered that, that every House-Keeper, or every owner of an empty House or Emplacement in the Upper and Lower-towns of Quebec, shall, on or before the twenty-fourth day of April Instant, clean or cause to be cleaned one half of the width of the street opposite to his or her house, and where the said House, &c. is so situated as to have entrance to two or more streets, the occupier shall clean his part of said streets and cause the ice to be cut up thereon.

The ice, dirt, or rubbish when cut up or collected in each portion of the different streets, shall be removed in twenty-four hours after the same is cut up or gathered together.

All the ice and dirt so collected in the Lower-town shall be carried away and laid down on the beach at low-water, so as not to be hurtful to the Landing-place, Cul-de-Sac or any of the wharfs and the ice, dirt and rubbish collected in the Upper-town to be carried without the walls or laid in the Quarries, so as not to be a nuisance. Every person not complying with this Regulation shall forfeit TEN SHILLINGS.

G

From the *Quebec Gazette,* May 11, 1780.

Regulations for the Publick Ferries in the District of Quebec.

Whereas it is necessary and expedient to fix the rates that shall

be paid for the passage over the following ferries, It is ordered that the following rates be paid, and that the different ferry-men govern themselves thereby and any ferryman asking or demanding more than the rates here fixed shall pay a fine of ten shillings.

	for a caleche or cart with one horse and driver etc.	for do, with two horses	horse and rider	foot pass-engers.	Horn'd cattle
Over Cape Rouge	8	12	4	1	3
Jacque Cartier	18	24	9	4	5
St. Anne	15	20	8	4	5
Batiscant	15	20	8	4	5
Champlain	6	9	4	1	3
the Chenaux	18	24	9	4	5
Over the Little-river or river Charles	8	12	4	1	4

And it is ordered that all and every ferry-man or ferrymen do keep a sufficient number of good boats, canoes (or bacques where necessary) capable of passing foot passengers, horses and caleches in safety and with speed; and they are hereby strictly required to give constant attendance, that no person demanding passage may be delayed under a penalty of ten shillings.

H

From the *Quebec Gazette,* Jan. 17, 1782.

Regulations for the police of Quebec.

All owners of Carioles, Trains, or Sleds shall have two Horse-bells, affixed to the collar or fore part of the harness of every horse, which he, she, or they shall drive in any Cariole, Train, or Sled in the town or Suburbs of Quebec, on pain of five Shillings.

I

From the *Quebec Gazette,* July 24, 1777.

A une Séance générale de Quartier, tenue pour district de Montreal, par les Commissaires de sa Majesté de la paix, à Montreal, com-

mencée Mardi le huitieme jour de Juillet et continuée à jeudi le dix de juillet, 1777.

La Cour aiant pris en consideration l'Ordonnance de son Excellence le Gouverneur et le Conseil Législatif de cette Province; faite et ordonnée le 29me jour de Mars dernier, intitulée "Une Ordonnance qui donne pouvoir aux Commissaires de la paix de régler les prix pour voiturer les effets, et le passage de traverses dans la Province de Quebec: Il est ordonne par la Cour, que les differentes taxes suivantes feront paiées et recues pour les passages des differentes traverses du district de Montreal, ainsi qu'il suit, SçAVOIR:

TAXES des differentes traverses dans le district de Montreal.

Traverse à Longueil,	Ancien Cours. Ch.	S.	Cours Actuel. Sh.	co.
Bateau en son entier chargé	6	0	5	0
Une personne seule en canot	1	0	0	20
Plusieurs personnes ensemble en canot	0	15	0	15
Une personne seule en bateau si elle le désire	2	0	1	16
Plusieurs personnes en bateau, chacune	1	0	0	20
Pour chaque cheval, vache ou boeuf	2	0	1	16
. . . . . cochon, mouton, veau, &c	0	15	0	15
. . . . . 100 lb. pesant de baggage, &c. 5s	0	5	0	5
Pour un cheval et caleche ou charette	3	0	2	12
Du bout de l'isle de l'isle à Repentigny				
Pour un homme seul en canot	0	15	0	15
En bateau	1	10	1	6
Pour un homme et cheval	2	0	1	16
. . . . . homme, cheval et caleche	3	0	2	12
. . . . . chaque boeuf, vache, etc	1	10	1	6
. . . . . veau, mouton ou cochon	0	10	0	10
De l'entree de l'assomption				
Un homme qui appelle de l'autre bord pour se faire mener jusqu'au bout de l'isle de Montreal	1	0	0	20
Un homme pour traverser seulement la riviere de l'Assomption	0	7	0	7

De la riviere des Prairies a Lachenay				
Un homme	0	12	0	12
. . . homme et cheval	1	0	0	20
. . . homme, cheval et caleche ou charette	2	0	1	16
Pour chaque veau, cochon ou mouton	0	5	0	5
. . . . . cheval, vache, boeuf avec le proprietaire	1	10	1	6
De la Longue Pointe à Boucherville				
Un homme en canot	2	0	1	16
Isle Jesus et riviere des Prairies vers l'Eglise				
Un homme seul	0	5	0	5
Cheval et boeuf	0	15	0	15
Chaque veau, mouton ou cochon	0	5	0	5
Homme et caleche	1	0	0	20
Sault aux Recollets a l'Isle Jesus				
Une personne seule	0	5	0	5
. . . . cheval, vache, &c	0	15	0	15
. . . . personne avec le bac	0	10	0	10
. . . . cheval avec caleche ou charette	1	0	0	20
Pour chaque petit animal	0	2	0	2
La Chine et Sault St. Louis				
Pour une personne seule en canot	1	10	1	6
. . . . . plusieurs, chacun	1	0	0	20
. . . . . chaque cheval, boeuf ou vache	2	0	1	16
. . . . . 100 lb pesant en baggage	0	5	0	5
. . . . 2 canots attaches ensemble ou bateau	6	0	5	0
De l'Assomption a Lachigan dans les hautes eaux				
Un homme en canot	0	2	0	2
Pour chaque traverse de bac,	0	15	0	15
Dans les basses eaux				
Un homme en canot	0	1	0	1
Pour chaque traverse de bac	0	10	0	10

A Berthier,

Pour un homme seul	0	5	0	5
. . . . . homme et cheval	0	10	0	10
. . . . . cheval et caleche	0	15	0	15
. . . . . chaque bête à corne ou cheval	0	4	0	4

Chicot, autrement St. Cuthbert

Pour un homme seul	0	5	0	5
. . . . . et cheval	0	10	0	10
. . . . . cheval et caleche	0	15	0	15
. . . . . chaque bête à corne et cheval	0	4	0	4

Masquinongé

Pour un homme seul	0	5	0	5
. . . . . et cheval	0	10	0	10
Pour un homme, cheval et caleche	0	15	0	15
. . . . . chaque bete a corne et cheval	0	4	0	4

Riviere du Loup

Pour un Homme seul	0	5	0	5
. . . . . et cheval	0	10	0	10
. . . . . homme, cheval et caleche	0	15	0	15
. . . . . chaque bête à corne et cheval	0	4	0	4

Traverse de St. Martin.

Un homme seul en canot	0	12	0	12
. . . . . et cheval	0	10	1	6
. . . . . cheval et caleche ou charette	2	0	1	16
S'il y a plusieurs, chacun,	0	6	0	5

La traverse de l'Isle Montreal à l'Isle Bizard,

Un homme seul	0	15	0	15
. . . . . et cheval en bac	1	10	1	6
Homme et voiture	2	0	1	16

La traverse de l'assomption du côte du Nord

Par personne	0	2	0	2
. . . . . voiture et cheval	0	10	0	10

De Dorvillier a Sorel				
Un homme en canot	1	10	1	16
Quand il y a plusieurs, chaque	1	0	0	20
De Ste. Anne au bout de l'isle au lac des deux Montagnes				
Un homme seul	6	0	5	0
S'il y a plusieurs, chaque	4	0	3	8
A Quinchien				
Un homme seul	3	0	2	12
Si plusieurs, chaque,	2	0	1	16

Et tous les Traversiers ou Maitres des traverses qui sont recommandes dans les differents lieux ci-dessus mentionnés sont requis de s'y conformer, et de se trouver a Montreal ou d'envoier au bureau du greffier de la paix à Montreal, pour obtenir une Licence à cet effet, signee du dit greffier de la paix.

Par ordre de la Cour

J. BURKE,
Greffier de la Paix

LIII

COMMUNICATIONS

The improvement of transportation with New York and Boston and ocean ports open the year round facilitated the development of communication and the extension of the British postal system. Regular schedules were adopted between the more important towns and extended to outlying communities. The improvement of the postal system and the introduction of newspapers were factors of first importance in the expansion of trade.

POSTAL FACILITIES

A

From Canadian Archives, *C.O.42,* 1, 113-114.

The Memorial of the Merchants and others trading to Canada and other parts of His Majesty's Dominions in N. Amer.

Another great inconvenience Your Memorialists have and do experience is, from the want of a regular Post being established

between these His Majesty's Dominions, and the Ports of Quebec, and all Canada, where a regular correspondence is very Essential; and might be carried on by the way of New York, therefore Your Memorialists humbly request, your Lordships would represent and inforce (the necessity of a proper regulation being made,) to his Majesty's Post Master General, and that the rules of the Postage be fixed and established, upon such reasonable and necessary terms, as may relieve the merchants, not only from the inconvenience and ill consequence that has hitherto attended the uncertainty and irregularity of the carriage of their Letters, but likewise ease them of the extra expence that even present irregular method has been attended with. . . .

B

From the *Whitehall Evening Post*, June 13, 1765. Copied by the *Quebec Gazette*, Sept. 12, 1765.

General Post-Office, June 8, 1765

That letters between London and any Port within the British Dominions in America, (in which all His Majesty's West-India Islands are included) shall pay single One Shilling, Double Two Shillings, Treble Three Shillings, the Ounce Four Shillings.

That Letter by Sea, from any one Port to any other Port within the said Dominions, shall pay Single Four Pence, Double Eight Pence, Treble One Shilling, the Ounce One Shilling and Four Pence.

That Letters by Land, to or from any chief Post-Office in America, from or to any other Part thereof not exceeding sixty Miles from such chief Post-Office or from the office where such letters not passing through a chief office, may be put in, shall pay Single Four pence, Double Eight Pence, Treble One Shilling, the Ounce One Shilling and Four Pence. And being upwards of Sixty, and not exceeding one hundred Miles within the said Dominions, shall pay Single Six-Pence, Double One Shilling, Treble Eighteen Pence, the Ounce Two Shillings. And being upwards of one Hundred, and not exceeding Two Hundred Miles within the said Dominions, shall pay Single Eight Pence, Double One Shilling and Four pence, Treble Two Shillings, the Ounce Two Shillings and Eight Pence. And for every Distance not exceeding One

hundred Miles above such two Hundred, and for every such further Distance within the said Dominions, shall pay Single Two pence, Double Four Pence, Treble Six-Pence, the Ounce Eight Pence.

That no Vessel shall be permitted to break Bulk, or make Entry in any Port within the British Dominions, where Posts are or may be established, until all Letters on Board are delivered to the Post-Master of such Port (he paying the Bringer One Penny for each Letter) to be forwarded according to their respective Directions, except such as are excepted by the Act of the Ninth of Queen Anne; and such as may be brought by Vessels liable to Quarantine, which last are to be delivered to the Persons superintending the Quarantine for proper care, before they are forwarded by the Post. And that all Masters, Mariners, Passengers, &c, neglecting to deliver the Letters as aforesaid, shall for every Neglect forfeit Twenty Pounds.

C

From Canadian Archives, *Hardwicke Papers,* 35914, 9. Written about 1766.

From Quebec to Albany 450 miles From Albany to New York 150. A Post goes once a Fortnight in the summer every month in the winter from Quebeck to N.Y. thro' Montreal, Crown Point and Albany. A Pacquet is made up every 2d Saturday in the month for New York by which letters may be forwarded to Quebec.

D

Advertisements from the *Quebec Gazette.*

May 23, 1765

Any Person willing to engage himself as a Rider between the Post Office of Quebec and Montreal, is desired to give in his proposals to HUGH FINLAY, at this Office, or at the Office at Montreal, to JOHN Thomson. THE Rider is to set out from Quebec every Monday at 12 o'clock, and must be in Montreal at 12. He is to set out from Montreal on Thursday at 12 and must be in Quebec on Saturday at 12—— He is to furnish himself with Horses.

The Mail for New York will be made up on Monday the 27th Instant.

POST-OFFICE, December 20, 1764

THE MAIL for *Britain,* via New-York, will be made up on Monday the 31st Cur. at 12 o'clock. All letters for England must pay the Postage from this place to New-York, otherwise they cannot be forwarded.

There is now in the Office several letters for England, which have not been paid for.

Post-Office, July 23, 1767

LETTERS arriving on Wednesdays will be delivered at this office precisely at Ten o'clock; none can be sent out by the Runner till Six o'clock in the Evening. Every Person expecting Letters will be so obliging as to send for them.

HUGH FINLAY, Postmaster

Post-House, April 2, 1767

CHARLES LORTIE, at St. John's-Gate, being appointed Master of the Post House in this city, will furnish all Persons, riding Post to Montreal, with Horses and Carriages, at a Minute's Warning to carry them to the next Stage.

February 16, 1767

MANY complaints have been made by the Publick of the Irregularity of the Post-men between Quebec and Montreal. Complaints have been made also by the Post-Men, of Persons riding Post: It is necessary therefore to inform the Public, That from this Day the different Post-Houses are to be on the same footing with the Post-Houses in Britain, as regulated by an Act of Parliament, made in the 9th Year of the Reign of Queen Anne. And as many Persons riding Post impose on the Post-Men, threaten and abuse them, contrary to all Law, I have ordered every Post-Man to hang up in his House exposed to view, Abstracts from the above Act, relative to Post-Men and Persons riding Post; also the Distance between each stage, with the Fare affixed, so that for the future there may no Disputes arise between the Post-Men and Persons riding Post.

Abstracts from the aforesaid ACT

"The Post-Master-General, and the respective Deputies or Substitutes of such Post-Master-General, and no other Person or Per-

sons whatsoever, shall prepare and provide Horses and Furniture to let to hire, unto all or any Person or Persons riding Post by Commission or without.

"And in Regard that the said Post-Master-General and his deputies are obliged, as well for performing the Duties of the several Stages, as for furnishing such as ride Post with Horses, to be at a great Charge to maintain a convenient Number of Servants and Horses, *Be it Enacted, by the Authority aforesaid,* That it shall and may be lawful to and for each Post-Master-General and his Deputies, to ask, demand, take and receive of every Person that he or they shall furnish and provide with horses and Furniture, or with Horses, Furniture and Guide, to ride Post in any of the Post Roads as aforesaid, Three Pence of British Money for each and every Horse Hire, or Postage, for every English Mile, and Four Pence of like Money for the Person riding as Guide for every Stage.

December 15, 1768

WHEREAS many PARCELS, BUNDLES, &C. HAVE been frequently sent to the Post House in this city, to be carried to Montreal by the Courrier who goes with the Mail; but it being found that the mail is subject to be retarded by such a Practice, no Parcel or Bundle can for the future be sent by that conveyance, the Courrier being forbid to take Charge of them: Therefore, for the Conveniency of those who may have Occasion to send small Parcels, to Montreal, Three-Rivers, or any part of the road, a cover'd Slay will be sent to Montreal, next week from the Post House here, and continue to go every fortnight during the winter Season, to perform the Journey (Weather permitting) in four Days; those therefore who may want to send small Bales, Bundles, Parcels, &c. may have them carried on moderate Terms, and carefully delivered, by their most obedient Servant,

S. SILLS

N.B. Whatever Effects are sent from hence will be enter'd in a Book, and Receipts taken on their Delivery to prevent any Mistakes that may Happen.

Quebec, 14th December, 1768.

March 22, 1770

Any Person willing to contract with this Office, for carrying the mails from Montreal to Skene's-Borough, once every Fort-night, may give in his Proposals here, or to Mr. John Thomson, at the Post-Office in Montreal, on or before the 20th of April next.

September 20, 1770

AS Joseph Standfield, who formerly kept the Post-House at Three-Rivers has now that Place taken from him, he acquaints the Publick, that those who chuse to favor him with their Custom, may be furnish'd with Horses to carry them as far as they please, at the Rate of 10d. per League, or by water, if it should be found most convenient, either in Boats or canoes, at the same rate.

Three-Rivers, 3 September, 1770

JOSEPH STANDFIELD

POST-OFFICE, January 3, 1771

All persons, who expect Letters by the Post, are entreated to send for them to the office on Wednesday. Those which may remain uncalled for on the Day of the Courier's Arrival, shall be sent out next Morning, to be delivered by the Runner.

Should Letters be sent to the office after 12 oclock on Thursday to be forwarded by Post, the Public is hereby advertised that they cannot be sent by that day's mail, but must remain in the Office until the Thursday following.

Such Letters as are to be left at any Place on the Road between Quebec and Three-Rivers, or Three-Rivers and Montreal, cannot be forwarded unless the Postage is paid where they are put in: When thus frank'd they are left with the Masters of the Post-Houses, nearest the places to which they are directed, and there remain until called for, so that the Country Traders and others expecting Letters from Quebec, Montreal or Three-Rivers, know where and on what Days to send for them to the nearest Maitre de Poste, commission'd from this Office.

March 7, 1771

HIS MAJESTY'S POST-MASTER GENERAL, HAVING (FOR the better facilitating of Correspondence between Great-Britain and

America) being pleased to add a fifth Packet-Boat to the Station between Falmouth and New-York NOTICE is hereby given, That the Mail for the future, will be closed at the Post-Office in New-York, at Twelve of the Clock at night, on the first Tuesday in every month, and dispatched by a Packet the next Day for Falmouth.

By command of the D. Post-Master General,

ALEXANDER COLDEN, Secry.

General Post-Office,
New-York, Jan. 22, 1771

Jan. 16, 1772

TO PREVENT MISCARRIAGE OF LETTERS, AND TO FACILITATE Correspondence with the Corn-countrys round Berthier and Sorrel, a By-Office is established at BERTHIER, where the Mail from QUEBEC AND THREE-RIVERS will be delivered every Friday afternoon, and the Mail from Montreal every Tuesday afternoon; the Mails from thence for Quebec and Three Rivers will be made up and dispatched on every MONDAY AFTERNOON, at 4 o'clock, and for MONTREAL on Friday AFTERNOON, at the same hour; So that all Persons in the Parishes near BERTHIER, viz. St. Francois, Maska, Sorrell, St. Denis, &c. &c. expecting Letters from QUEBEC OR MONTREAL, will now know when and where to receive them . . . . . .

It has been represented that a Post is much wanted by the Parishes below Quebec as far as the River des Loups: Any Person willing to make an Agreement with this Office to set out from hence on every other Thursday at 12 o'clock, may apply on or before Monday next to know the Conditions that he is to perform, and to fix a Price for his Service.

Jan. 2, 1772

All Persons on the Continent of America may be furnished by Mr. Potts, Comptroller of the General Post-Office, London, with the undermentioned News Papers, to be sent regularly by every Pacquet-Boat, so as to contain the freshest Advices to the very Time that each of them sail from Falmouth, at the following prices (free of all other Expence).

The Gazetteer and Publick Ledger, at *per ann*,	£ 8	8	0
Lloyd List	2	2	0
The General, and Whitehall Evening Post	3	12	0
The St. James's, London, and Lloyd's Chronicle, and London Evening Post	4	4	0
The Magazines, each *per Ann*	1	4	0
The London Gazette	4	4	0
(and all additional Sheets at 6d. each)			
The foreign Gazettes, each *per ann*	6	6	0
Weekly Papers	2	2	0

N.B. It is desired that whosoever may have occasion to give Orders for any of the above Papers will, for Conveniency, be pleased to mention a Correspondent in London, who will pay for the same.

December 29, 1774

POST-OFFICE, Quebec, December 28.

EVERY MONDAY AT 2 o'clock, a Mail will be made up at this Office for New-York, to be forwarded from Montreal of the Wednesday Evening following, by way of Lake George; and every Thursday as formerly, a New-York Mail will be made up and dispatch'd from hence at 2 o'clock, and from Montreal on the Saturday Evening following, by way of Skenesborough.

For the Conveniency of all Persons who may have Concerns on Lake Champlain, or between the Lake and Albany, an office is establish'd at Crown-point, and another at Fort Edward.

JAMES JEFFRY

Aug. 11, 1774

IT IS IMAGINED, THAT TWO POSTS WEEKLY BETWEEN THIS place and Montreal, will be of advantage to the Publick; for that end, a mail for Montreal will be made up at this Office every Monday morning at nine o'clock, the door of the Office will not be shut at that hour. But all letters coming late into the Office will remain to be forwarded at the usual hour on the Thursday following; And the same method will be followed on Thursday; the letters coming late that day will be forwarded on the Monday after.

The Post that leaves Quebec on Monday, will arrive at Montreal

on Wednesday, and the Post that leaves this on Thursday, will as formerly arrive on Saturday at Montreal.

The Post will return from Montreal to this place on Wednesdays and Saturday.

It is hoped that those, who wish that this regulation may continue, will discourage the private conveyance of letters.

POST-OFFICE, January 9, 1777

PARCELS OR BUNDLES GIVEN IN CHARGE TO THE Courier, must be inspected at this office—A letter, or any written Paper found in any such bundle or Parcel will subject the whole to Postage.

All sealed Parcels or Packets will be forwarded in the mail.

POST-OFFICE, Quebec, 1st September, 1778

IT IS HIS EXCELLENCY THE GOVERNOR'S PLEASURE, THAT Post-houses be established by Lorette, Champigny, St. Ange and the upper concessions of St. Augustin, in order to avoid the inconveniences which attend travelling the lower road by Cap-rouge and also to avoid the difficulty found in passing thro' Maskinongé woods where from the nature of the ground it is impossible to keep the road in repair, that the Post pass by the upper road thro' the Lonmiere.

In obedience to His Excellency's commands, this is to give notice to all persons, that from the first day of October, His Majesty's Couriers will pass by this new route, and for the speedy conveyance of those who travel in Posts every necessary conveniency will be found at the Post-houses to be establish'd. Information shall be timeously given to the Publick of the distance of the first stage from town.

Those whom it may concern will observe that the road by Ste. Foix, Cap-rouge and St. Augustin, by the river side, is not to be reckoned a Post-road after the first day of next month.

September 17, 1778

THE PUBLIC IS HEREBY ADVERTISED THAT ON AND AFTER the first day of October next, all persons travelling Post

between Quebec and Montreal will be supplied with Horses and Carriages at the first Stage distant three leagues from Quebec, kept by Ignace Allin of old Lorette—who will drive three leagues farther to the stage kept by Augustine Desfoix in the parish of St. Augustin—Desfoix drives to the former Post-house in the parish of Pointe aux Trembles kept by Jean Mercure.

THE "MAITRES DES POSTES"

From Canadian Archives, *Shelburne Manuscripts,* LXVI, 59.

That the Establishment of a Post Office in Canada from Quebec to Montreal, is found to be of the greatest utility to His Majesty's Service, by the Speed, Safety and Regularity with which all Military Orders have been conveyed in the Mails: the like benefits have accrued to the Commercial Interest, and both the Services would suffer exceedingly if any Interruption should arise in the mode of forwarding these Mails, which Duty is well performed at present at the cheap rate of Six pence p League, by a set of Men stiled Maitres de Postes, as they are also appointed by a law of the Province to furnish Relais to Travellers at one Shilling P League.

HUGH FINLAY

. . . . .

London 20th Feby 1782.

To the Right Honourable Lord Viscount Barrington and the Right Honourable Henry Frederick Carteret, his Majesty's Postmaster General—The memorial of Hugh Finlay joint Deputy Postmaster General for the northern district of North America.

EXPENSES OF POST OFFICE

From Canadian Archives, *S856.*

Montreal, 2nd. February, 1784

Dear Finlay

The Post Office interferes so much with my other Business, and in the manner it is and has been conducted here for some years past, owing to the great credit given, there being no less at present than £400 due to the Office, is of so little advantage, that the Profits are by no means an adequate compensation for the trouble and confinement it occasions, besides my Health will not permit me to

give the necessary attendance it requires; I must therefore request that you will by the end of the next Quarter or sooner if possible, appoint some other person in my stead . . . . . .

NEWSPAPERS

ADVERTISEMENTS

From the *Quebec Gazette,* June 21, 1764.

The Printers to the Publick

. . . Advertisements, the use of which is so well known to everybody, by their effects on the sale of lands, and goods, will be inserted with particular care, and at reasonable prices. And as our papers will not only circulate through the several capitals, and other cities and towns of the British colonies in America, and through the Islands in the West-Indies, but also through the trading ports of Great Britain, and Ireland, by which means, those who advertise therein, cannot fail of a very extensive correspondence.

SUBSCRIPTIONS

A

From the *Quebec Gazette,* June 21, 1764.

QUEBEC: Printed by BROWN & GILMORE, at the Printing-Office, in St. Lewis,s-Street in the Upper-Town, two doors above the Secretary's-Office; where Subscriptions for this paper are taken in. Advertisements of a moderate Length (in one Language) inserted for Five Shillings the first Week, and One Shilling each week after; if in both Languages, Eight Shillings the first week and two Shillings each week after; and all Kinds of Printing done in the neatest manner, with care and Expedition.

B

From the *Quebec Gazette,* October 10, 1765.

As the paper for the executing the Stamp-Duty, of which frequent Mention has been made in this Gazette, arrived in the *Glory,* the 27th ULT, which we are assured will be put in Force the 1st of November next, we think it necessary to inform our Customers, that we must then be under the disagreeable Necessity of raising the Price of this Paper *Half a Dollar* per annum: Though it may seem high for a Gazette of this Size, we hope that Gentlemen will

think otherwise, when they consider we are now obliged to buy our paper of one Person only, and at Thirty-six Shillings per Ream, which stood us formerly but eight Shillings, pay for a Translation £60 per annum, by which Means, together with many other Expences we incur by publishing in two languages, our Gazette costs us at least £100 more than any other on the Continent of the same Size; we flatter ourselves that these Things considered, they will find the additional Price will not indemnify the Printers, who must advance it in Ready Money, and afterwards have it to collect from so many different Hands, which, besides Trouble, is always attended with Hazard; and also, That the Subscription is as reasonable as can be afforded in this Province, considering the small Number in it inclinable to encourage an Undertaking of this Kind. . . . . .

And that we may be enableld to purchase the Paper, and pay the Translation, it is expected that each Subscriber will pay *Two Dollars* in advance at the Beginning of every Year.

IRREGULAR PRODUCTION

From the *Quebec Gazette*, November 1, 1770.

T. GILMORE HOPES THE GOOD CUSTOMERS TO THIS PAPER will excuse him for their not having a Gazette last week, and for having only a Half Sheet to-Day (it being entirely owing to the Negligence of his Partner William Brown) during his Absence on business relative to the Partnership.

MANUFACTURE OF NEWSPRINT

From the *Quebec Gazette*, February 24, 1774.

WANTED

A Quantity of clean white LINEN RAGS, for which READY MONEY will be given at the PRINTING OFFICE in Quebec, at the Rate of FORTY COPPERS FOR 25 lbs, coarse and fine; but no less than 10 lbs. will be received at a Time.

LIV

EXTERNAL TRADE

The disadvantages to trade which followed the breaking of connections with France were offset by the advantages of connections with Great Britain and the wide ramifications of her trade. The number of vessels and the variety of their ports in 1764 were indications of the value of these connections. The change in the character and extent of the trade is shown in a comparison of statistics for 1768 and 1778.

BOATS ENTRIES AND DEPARTURES FOR 1764.

The following list has been compiled from the *Quebec Gazette.*

June 21, 1764

Ship Eltham, Ebenezer Coxen,	London
Brig Lark, John Kenedy,	Philadelphia
Ship King of Prussia, Donald Drummond,	New-York
Sloop Mary, John Stevenson,	———
Schooner Deborah, Lewis Fitz Gerald	Boston
Schooner Rebecca, Charles Fetheringham,	London
Ship London, James Moore,	———
Snow Commerce, Thomas Johnson,	———
Ship General Murray, William Thain,	———
Snow Phenix, Mous Kenedy,	———
Ship Royal Exchange, John Haln,	Louisbourg
Brig Peggy, James Prookington,	Philadelphia
Brig Nancy, James Smith,	London
Cleared Outwards	*For*
Snow Apthorp, Francis Butchie,	Greenock
Brig Ranger, Hubbard Moore,	London
Brig Mary and Ann, John Morgat,	New-York
Sloop William, Simon Reeves,	New-York
Sloop Dolphin, Nailor Hatch,	Halifax

CUSTOM-HOUSE, Quebec, June 28

A list of Vessels entered Inwards since the Opening of the river.

	From
Snow Apthorp, Francis Butchie,	Greenock
Brig Ranger, Hubbard Moore,	London

Sloop Industry, William Lead,	Halifax
Brig Mary and Ann, John Morgat,	North-Carolina
Sloop William, Simon Reeves,	New-York
Brig Charles, David Ogilvy,	Leith
Brig Canada, Thomas Wooder,	London
Sloop Dolphin, Nailor Hatch,	Boston
Sloop Betty, David Thompson,	———

CUSTOM-HOUSE, Quebec, July 5

Inward Interies	*From*
Mercury, John Bryson,	New-York
Dianna, Joseph Gray,	Philadelphia
John and Henry, Dennis Driscoll,	Bristol

CUSTOM-HOUSE, Quebec, July 12

Inward Interies	*From*
Snow Jane, Hannibal Lusk,	Lisbon
Sloop Polly, Caleb Cornwall,	New-York
Brig Swallow, Robert Slowly,	London
Cleared for Departure	*For*
Sloop Betsy, David Thompson,	Halifax
—— Diana, Joseph Gray,	Casco-Bay
Sloop Mary, John Stevenson,	New-York
Ship King of Prussia, Donald Drummond,	Cadiz

CUSTOM-HOUSE, Quebec, July 19

Inward Interies	*From*
Sloop Mary, Michael Reordon,	New-York
Snow Pompey, Edward Power,	Fyall
Cleared for Departure	*For*
Sloop Polly, Caleb Cornwall,	New-York
Ketch Mercury, John Brayson,	———
Brig Lark, John Kennedy,	Philadelphia

CUSTOM-HOUSE, Quebec, July 26

Inward Interies	*From*
Brig Sally, Alexander English,	Boston
Sloop Charming Sally, Peter Napier,	N. Carolina
—— Friends, John Malcolm,	Dominica
—— Charming Sally, Samuel Gooch,	Philadelphia

Cleared for Departure	*For*
Brig Peggy, James Brockington,	Philadelphia
Sloop Molly, Michael Reordon,	New-York
Brig John & Henry, Dennis Driscoll,	

CUSTOM-HOUSE, Quebec, August 9

Inward Interies	*From*
Schooner Three Sisters, Thomas Bowditch,	Salem

Cleared for Departure	*For*
Brig Charles, David Ogilvy,	Lisbon
Snow Commerce, Thomas Johnson,	Gaspé
Sloop Belle-Isle, Samuel Foster,	Boston

CUSTOM-HOUSE, Quebec, August 16

Inward Interies	*From*
Schooner Leopard, Ephraim Dean,	Halifax
Brig Jane, John Helling,	Plymouth
Ship Mary, Thomas Roland,	Penryn
Sloop Falmouth, Samuel Weeks,	Philadelphia
Ship Royal George, Thomas Lynch,	London

Cleared for Departure	*For*
Brig Sally, Alexander English,	Boston

CUSTOM-HOUSE, Quebec, August 23

Inward Interies	*From*
Schooner Polly, Nathaniel Porter,	New London

Cleared for Departure	*For*
Ship Royal Exchange, John Halse,	Glasgow

CUSTOM-HOUSE, Quebec, August 30

Inward Interies	*From*
Sloop Hannah, William Sweetser,	New-York
—— Rose, Abraham Bartlet,	Bristol and Cork

Cleared for Departure, none

CUSTOM-HOUSE, Quebec, September 6

Inward Interies	*From*
Snow Dolphin, Nicholas Lemesurier,	Guernsey
Ship Friendship, John Bensley,	London
Sloop Unity, Morris Clark,	Cadiz
—— Tristrum, John M'Cunn,	Edenton in N. Carolina
Snow Hawke, Abraham Harris,	Cork
Brig Beaver, John Lee,	London

Cleared for Departure	*For*
Sloop Charming Sally, Samuel Gooch,	Casco-Bay
—— Falmouth, Lemuel Weeks,	——
Snow Pompey, Edward Power,	Newfoundland
Schooner Leopard, Ephraim Dean,	Europe

CUSTOM-HOUSE, Quebec, September 13

Inward Interies	*From*
Brig Jenny, Peter Benson	New-York

Cleared for Departure	*For*
Ship Generall Murray, William Thait	London
Brig Canada, Thomas Wooder	——
—— Jean, John Helling	Newfoundland
Schooner Three Sisters, Thomas Bowditch	Salem

CUSTOM-HOUSE, Quebec, September 20

Inward Interies	*From*
Brig Two Friends, Nicholas Enouf,	Louisbourg
—— Ann, John Aitkin,	London

Cleared for Departure	*For*
Ship London, James Moore,	London
Sloop Tristrum, John M'Cunn,	Philadelphia
—— Unity, Morris Clark	Louisburg
—— Hannah, William Sweetser,	Casco-Bay

CUSTOM-HOUSE, Quebec, September 27

Inward Interies	*From*
Ship Little William, John Grant,	London
Schooner Nancy, Robert Blewit,	Philadelphia
Snow Apthorp, Francis Buchie,	Greenock and Belfast
Sloop Virgin, William Cousins,	Piscataqua
Ship Welcome, Cosby,	Cork

Cleared for Departure	*For*
Sloop Rose, Abraham Barlet,	Louisburg
Schooner Deborah, Lewis FitzGerald,	Madeira
Sloop William, Simon Reeves,	New-York
—— Polly, Roger Fogg,	————
Schooner Laratte, William Kelso,	Grenades
Sloop Dolphin, Nathanial Thompson,	Casco-Bay
Brig Hope, William Dickie,	Grenades
Sloop Virgin, William Cussins,	Piscataqua

CUSTOM-HOUSE, Quebec, October 4

Cleared for Departure	*For*
Ship Mary, Thomas Roland,	Rochelle in France
Snow Dolphin, Nicolas Lamesurier,	Gaspé

CUSTOM-HOUSE, Quebec, October 25

Cleared for Departure	*For*
Ship William, John Crosby,	Virginia
Snow Apthorp, Francis Buchie,	Glasgow
Schooner Sandy Point, James Fife,	St. Kitts

CUSTOM-HOUSE, Quebec, November 1

Inward Interies	*From*
Ship Ranger, Hubbard Moore,	London
Sloop Polly, Roger Fogg,	New-York
—— William, Simon Reeves,	North-Carolina
—— Susanna, John Lockhart	Philadelphia
—— Lovey, Nathaniel Sheverick,	New-York

Cleared for Departure	*For*
Ship Loup, Sebastian Henderson,	Glasgow
—— Little William, John Grant,	London
Brig Two Friends, Nicolas Enouf,	Louisbourg
—— Eltham, Ebenezer Coxen,	London
Ship Royal George,	London

CUSTOM-HOUSE, Quebec, November 8

Inward Interies	*From*
Snow George, David Roche,	Fyauu
Sloop Dolphin, Nathanael Thompson,	Philadelphia
Ship Mahon, George Wilson,	Cadiz

Cleared for Departure	*For*
Brigg Ann, John Aitkins,	London
Schooner Nancy, Robert Blewitt,	Philadelphia
Sloop Friends, John Malcom,	New-York
—— Lovey, Nathanael Sheverick	Boston
—— Susanna, John Lockhart,	Philadelphia
Ship Ranger, Hubbard Moore,	Charlestown, South Carolina

November 15

Cleared for Departure	*For*
Sloop William, Simon Reeves,	New-York
Sloop Polly, Roger Fogg,	——
Schooner Laratte, William Kelso,	Grenades
Sloop Dolphin, Nathanial Thompson,	Calsco-Bay
Brig Hope, William Dickie,	Grenades
Sloop Virgin, William Cussins,	Piscataqua

CUSTOM-HOUSE, Quebec, December 6

Inward Interies, none

Cleared for Departure	*For*
Snow Hawke, Abraham Harris,	Grenades
Snow General Burton, Mous Kenedy,	Jamaica
Snow George, David Roche,	New-York
Ship Friendship, John Bensley,	London
Sloop Pilot-Fish, Magnus Brask,	Louisboŭrg
Sloop John, John Burton,	Leward-Islands

CHARACTER OF FOREIGN TRADE

From the *Quebec Gazette,* May 11, 1775.

The humble PETITION of the Merchants, Traders and others, of the City of London, concerned in the Commerce of North-America, SHEWETH,

That your Petitioners are all essentially interested in the Trade to North-America, either as Exporters and Importers, or as Venders of British and Foreign Goods for Exportation to that Country.

That your Petitioners have exported, or sold for Exportation, to the British Colonies in North America, very large Quantities of the Manufactures of Great-Britain and Ireland; and in particular the Staple Articles of Woollen, Iron and Linen, also those of Cotton, Silk, Leather, Pewter, Tin, Copper and Brass, with almost every British Manufacture; Also large Quantities of Foreign Linens and other Articles imported into these Kingdoms, from Flanders, Holland, Germany, the East Countries, Portugal, Spain and Italy, which are generally received from those Countries, in Return for British Manufactures.

That your Petitioners have likewise exported, or sold for Exportation, great Quantities of the various Species of Goods imported into this Kingdom from the East-Indies, Part of which receives Additional Manufacture in Great-Britain.

That your Petitioners receive Returns from North-America to this Kingdom directly, Pig and Bar Iron, Timber, Staves, Naval Stores, Tobacco, Rice, Indigo, Dear and other Skins, Beaver and

Furs, Train Oil, Whale-Bone, Bees Wax, Pot and Pearl Ashes, Drugs and Dying Woods, with some Bullion; and also Wheat, Flour, Indian Corn, and Salted Provisions, when (on Account of Scarcity in Great-Britain) those Articles are permitted to be imported.

That your Petitioners receive Returns circuitously, from Ireland (for Flax Seed, &c. exported from North-America) by Bills of Exchange on the Merchants of this city, trading to Ireland, for the Proceeds of Linens imported into these Kingdoms. From the West-Indies (in Return for Provisions, Lumber and Cattle, exported from North-America, for the Use and Support of the West-India Islands) by Bills of Exchange on the West-Indian merchants, for the Proceeds of Sugar, Melasses, Rum, Cotton, Coffee, or other produce imported from those Islands into these Kingdoms. From Italy, Spain, Portugal, France, Flanders, Germany, Holland, and the East-Countries, by Bills of Exchange or Bullion, in Return for Wheat, Flour, Rice, Indian Corn, Fish and Lumber, exported from the British Colonies in North-America for the Use of those Countries.

That your Petitioners have great Reason to believe, from the best information they can obtain, that on the Balance of this extensive Commerce, there is now due from the Colonies in North-America, to this City only, Two Millions Sterling, and upwards.

That by the direct Commerce with the Colonies, and the circuitous Trade thereon depending, some Thousands of ships and vessels are employed and many Thousands of Seamen are bred and maintained; thereby increasing the Naval Strength and Power of Great Britain.

IMPORTS IN 1768

	Rum Galls.	Molasses Galls.	Wines Tons	Wines Galls.	Sugars c.	Sugars qrs.	Sugars lb.	Tea lb.	Gun Powder lb.	Salt Bushels	Coffee c.	Coffee qrs.	Coffee lb.
From Great Britain			195	133				4293	14100				
The West Indies, etc. etc.	8000	15158			150					14000	56		
The Continent of America	250754	3534			62					3000	90	3	
	258754	18692	195	133	212			4293	14100	17000	146	3	

IMPORTS IN 1778

From Great Britain	124030	14635	542	236				40715	137058	12969			
The West Indies, etc. etc.	191182	63317	274	64	51	1	4			16700	519	2	17
The Continent of America	63370	82822			20						98		
	378582	160774	817	48	71	1	4	40715	137058	29669	627	2	17

ARRIVALS OF VESSELS IN 1768

	Vessels	Tons	Guns	Men	Cargoes	Duties		
From Great Britain	15	2109	...	158	goods the produce of Great Britain and East Indies, also wines	235	14	6
The West Indies & Southern parts of Europe, Africa, etc.	7	720	...	68	Rum, Sugar, Molasses, Coffee, Salt, Wines, etc. etc	120	5	1
The Continent of America	17	785	...	96	Naval stores, Candles, Rum, tho their cargoes are usually assorted with the produce of Europe and the West Indies.			
	39	3614	...	322		355	19	7

ARRIVALS OF VESSELS IN 1778

	Vessels	Tons	Guns	Men	Cargoes	Duties		
From Great Britain	38	6111	290	595	goods the produce of Great Britain and East Indies	268	7	7
The West Indies, etc., etc.	18	1511	81	209	Rum, Sugars, Molasses, Coffee, Salt, Wines	1048	5	6
The Continent of America	20	1923	78	273	Naval stores, Rum etc., tho' their cargoes are usually assorted with the produce of Europe and West Indies.	29	12	7

CLEARANCES OF VESSELS IN 1768

	Vessels	Tons	Guns	Men
To Great Britain	11	1700	6	131
To the So: Parts of Europe, Africa and West Indies	6	549	..	43
To the Continent of America	14	900	..	87
	31	3149	6	261

CLEARANCES OF VESSELS IN 1778

	Vessels	Tons	Guns	Men
To Great Britain	29	2210	68	177
To the So: Parts of Europe, etc. etc.	18	1790	86	183
To the Continent of America	25	1680	22	153
	72	5680	176	513

EXPORTS IN 1768

To Great Britain only — Furrs

Beaver skins	Martins	Otters	Minks	Fishers	Foxes	Bears	Deers in hair	Muskrats	Raccoons	Cassed catts
18909	15618	4327	1224	1210	1085	8476	6439	8274	19886	27

Open Catts	Elks	Wolves	Beaver Eaters	Pichoux	Seals	Bullocks	Whistles	Castorum lb.
15234	1523	494	383	741	126	68	2	1803

Besides the above, there were of different skins unassorted 176153 in the Qr. ended 10th Oct^{r}, 1768.

	Cod Fish	Oyl	Pott & Pearl ashes	Flax Seed	Flour	Pease	Wheat
To Great Britain		117..97	459..2	—	.....		
The West Indies, etc.	610	53..152	.....		18	20	23962
The Continent of America	433	.....					
	1043	170..249	459..2	—	.....	18	20	23962

	Salmon	Boards & Planks	Hoops	Staves	Masts	Logs and Timber	Whalebone
To Great Britain		2670		177058	18	642	2850
The West Indies	50		20750	7040		315	
The Continent of America							
	50	2670	20750	184098	18	957	2850

EXPORTS IN 1778

To Great Britain only

Beaver skins	Martins	Otters	Minks	Fishers	Foxes	Bears	Deers in hair	Furrs: Dressed deer pr. lb.	Furrs: Muskrats	Raccoons
104348	45042	14167	4668	2016	10456	111088	123129	33963	66750	4225

Cassed Catts	Open Catts	Wolves	Beaver Eaters	Tygers	Elks	Seals	Caribous		Castorum
4225	8495	7672	23	7	8102	838	30	21 Hhds Tobacco	1096

	Cod Fish	Oyl		Pott & Pearl ash			Flour	Biscuit	Pease	Wheat
	Quintals	Tons	Galls.	c.	qrs.	lb.	bbls.	Quintals	bbls.	Bushels
To Great Britain		572	158	805	3	17				4000
To the Southern Parts of Europe	7260	36	68				1318	330		
To the Continent of America							12476	6397	56	10175
	7260	608	226	805	3	17	13794	6727	56	14175

	Salmon bbls.	Boards & Planks	Hoops	Staves	Pine & oak timber	Ash oars	Flax seed Bushels
To Great Britain		17040		44470	491	4188	133
To the Southern Parts of Europe	228	28511	138500	3175			
To the Continent of America	100 Smo.	2531		1000	12		
	100 228	48082	138500	48645	503	4188	133

BUSINESS ORGANIZATION OF EXTERNAL TRADE

The organization of external trade was directly influenced by the seasonal character of navigation. Importers and retailers at Montreal were obliged to purchase from London firms on long term credit. The problems of obtaining goods suitable to the demands of the country, of acquiring capital, of learning the possible profits to be obtained from various commodities in buying and selling, of obtaining reasonable terms for shipping and insurance and collecting damages, of getting the goods early in the season, and of maintaining good relations with the export houses of England were constantly before the importer. On the other side the exporter was forced to use the greatest caution in his advances and to protect himself at every point, to make representations to the government on legislation affecting trade, and to perform innumerable services in filling the orders of the importer and in shipping the goods. Embargoes on exports from the colony, fluctuations in exchange, and dangers from war served to accentuate the risks of exporters and importers.

From Canadian Archives, *Ermatinger Papers,* S812 and S861

Memorandum Book
1764

To order 6 hangers with green handles, the same kind we had last time put silow fourniture, But very sleight, not too heavy. 6 hangers the same kind, we had last cost 8/ apiece.

Leather, to be not too thick, the last we had was too strong and in consequence too heavy for this country, the upper Leather to be but some small skins and cheap by no means too large. I believe leather from Bristol will answer best.

Shoes to be higher in the instep, the fine and the coarse ones.

The 4th July 1764 Sold the Woolcards had of Messrs. Schermann and Molineux, to Mr. Beltch, and found anstad 70 paires as per invoiced, only 64 paires.

To remember the Woolcards are to be 12 inches by 9 inches those we had last are to smal. N.B. they must be stronger in the Wood, but not too deer.

A Box directed to my care in which was Enameled Breast plates for savages, and Enameled snuf Boxes in which Box, one them Enameled Snuf Boxes is damaged.

The Sikeles are to be not so large thats to say not so Broad in the Blade.

The Indian kettels are very bad too heavy and too kloomsy. The ears should be iron anstead Brass.

London, Thom. Woder the 22nd Decembre 1770

I would not have you to bring any smal wines from Barcelona, nor to even be concerned with any body unless on commission for the quantity of those wines on hand is very great, and is sold very low. Salt I believe will be a good artickle. Wheat is now sold at 2/1 Halifax currency per bushell, but I believe it will be half a dollar towards spring however lett that be as it will. Shipping will be wanting . . . . . .

London, Mr. John Rawley the 15th February 1771

There are many goods which come much cheaper from Bristol Glasgow and Liverpool, if through your channel I could gett acquainted with a good house in each of those places, that would supply me on reasonable terms, with the fine goods I might from time to time order I should be much obliged to you, as any artickles might be gott 15 @ 20 p.ct. cheaper than from your place which makes a very great difference.

London, Mr. Benj. Price. the 9th, 1771

Poor Capt. Smith has been aground several times between Quebec and this place, part of his loading has been taken out to lighten him and get off. We had a fear wind this day but could not get up, the wind being not strong enough. He lies about a mile and a half from this place.

I am very sorry of this disappointment indeed not so much for my sake as I am for yourself, for I am afraid it will make a difference in my remittance this fall, However you may be assured I shall do my utmost endeavor and make you the most I can.

London, Benj. Price. Montreal, 15 Nov. 1771

I would not by any means advise you to send any salt next year for the quantity imported this last summer has very much reduced its price and has been sold from 12 a 15 sterling per bushell. Send no port wine no Madiera or any other white wine. If a cargoe of common red wine was to arrive early in the spring I think would turn out to advantage.

I am making Pottash and I dare say shall have about 15 or 20 ton by September next.

London. Quebec 27th July, 1772

The John & Williams could not proceed to Montreal without Repair agreeable to a report of the surveyor, in consequence of which the Goods were forwarded to Montreal in small drafts & I am informed many goods are damaged, the vessel is now repairing she had 16 fettock broke & must be replaced by new ones this & many other repaires she wants will detain her a long wile.

I had this morning a meeting of a few my friends to consider whether the charter party might be laid aside as it undoubtedly would be for your interest if that could be done But we find it will not be possible for the charter party is drawn entirely favour of the ship and nothing in favour of the shipper so if he gets repaired and gets a certificate of the Master carpenter which he will get he will proceed to Montreal to demand the wheat which I am obliged to keep till he does, supposing he does not arrive at Montreal untill November the least you ought to have done was to tye him down to a certain time which I dare say you would have done, had you now any thing about shipping corn, You must very well know that the wheat is a perisheable and if not great care be taken in July & August the whole my be lost and besides it goes to late to markett that you cant expect much profits.

I further must observe to you that I am not a little surprised of your engaging a vessell like that to carry corn an article which cant bare the least water However all this I attribute to its being the first time of your having shipd.

London, Messrs. Price and Morland Montreal the 29th Sept. 1772

Enclosed you have acct. sales of 5hds Tobacco which were damage by sea as per inclosed certificate, which ballance you'll please to endeavour to recover of the underwriters as per annexed Acct. and give my Acct. credit for that amount. The few carotes which remained good that allso examined and was found very bad as per certificate inclosed, supposing the tobacco had not been found damaged what in the world would I have done with it for I assure you Genttm. it is very bad, and I look on such people in whom you put your confidence to shipp their goods which you take on their word worse than Highways Robers, The sugar is also very bad.

The Hatter as much imposed on you as also him that shippd the thread for he charges 2/2 for thread which really is not worth above 16d. I expect they will make you a considerable allowance, you send me 10 demy Long cloths dyed blue for £15. 10 I really dont know what to do with them, the Linnen blue parte handkerchiefs are at 10d apiece not worth above 8d and so many other things in proportion dont think that I mean to make complaint so much for the difference of the value it is for hurting my trade and character, for my customers when they find the goods charged more than others are, and worse in quality what opinion must they have of me.

London, Mr. Wm. Priestly Montreal the 30th Sept. 1772

Annexed you have an order for next year which I beg you would execute on the lowest terms as also to endeavor to have it all ready so that the goods may be sent by the first vessel for Canada for receiving the goods so late in the year as I have this two years past it is a great detriment to me and makes a great difference in my remittances to you for if goods arrive in Aug. I am obliged to keep them till the spring, and if the goods come early I have a chance of selling some for cash and by that means enable me to send you larger remittances.

London, Mr. Thomas Bridge the 26th Sept. 1773

I am determined to quit them [Price and Morland] and have nothing further to do with either one of them; for when I left London they promised to shipp about £1500 which with other goods I ordered would have been the assortment I did want, but instead to fulfill my order, they just shipped a few articles value about £700 which obliged me to buy goods here for cash which of course shortened my remittance greatly for this year, they did not act with that openis which one correspondent ought to act with another, for I have repeatedly told them to break off the connection with me if they have the least mistrust of their property being any ways in danger; I believe Morland is pretty well convinced of the contrary.

London, Mr. Thomas Bridge the 25th Feb. 1775

Wheat must be purchased in October or November, either for cash or Bills, for many merch. particularly those who are obliged to keep up their credits by forced remittance, its of them one very often gets a bargain, and this must be done by one who is resident in this place, who of course must be acquainted how far one may go, in trusting without running to great risque with those who transack business in that manner.

London, Messrs. Courtold and Caulese the 26th Sept. 1773

Since my departure from London, a Gentleman from that place has settled here and has undertaken to do the Candlestiks and crucifix, much under the prices you demand for doing them, so have no further occasion for the model left with you.

London, Mr. Lawrence Riddle the 26th Nov. 1773

I should be glad if through your channel I could form a connection with a good house in London, which would undertake to shipp annually 5 a 6000 pound sterling, of such goods as I should think proper to order at usual commission which is 2½%, 1/3 payable by return of the shipping and the remainder 12 month after allowing interest for the time above a 12 month, to begin from the time the cargoe is shipped.

I have hitherto had my goods shipped by the Manufacturer, but it is attended with so much difficulty, that I rather would pay 2½% and have it all shipped by one house, for unless I am on the spott myself they every year comit such irregularitys much to my disadvantage, and to go home every year is troublesome and expensif; I should not chuse to form any connection with a house that has concerns in Canada, for unless I can get a very good house, I rather would carry on my business on the old footing.

There remains in Quebec about 60000 bushell corn, which wuld not be send for want of shipping, The crop was very good this year but we had a great quantity rain during Hearvest time which has spoild a great quantity of corn, if any of your friend wants to speculate in that artickle you may depend upon I shall particular care to have it shipped properly and good corn, The commission I take is 7 1/2%! I would not do it under, no fixed price yet.

Philadelphia, Mr. Rich Isles Dimsdale the 29th January, 1774

I have received your much esteemed favour of the 6th ultimo acquainting me that your apprenticeship with Messrs. Neave and Harman was nearly expired.

Your proposal tho unexpected is perfectly agreable to me, and I have not any objections to being concerned as a partner in trade provided you can furnish capital for £5 to £8000 sterling, and the profits to be shared equally between us, which from my knowledge of the country and experience in the trade of it I am convinced may be employed to greater advantage here than in any other part of America, as there are but a few people of any considerable fortune or property in this place and they naturally command the greatest part of the trade, as they have a great advantage over those who have but a small capital, or who carry on trade entirely upon their credits with the merchants, in London and the last are by far the most numerous. If your father should be willing to furnish the capital and our agreement completed I should not chuse to import above £3 to £4000 in goods from London in a year, but reserve the remainder to be laid out in purchases of the produce of this country or in the importation of liquors or other artickles from Spain or the continent and I am certain that we should be able to make from 20 to 30% profits, and carry on a trade in such a manner as not to be exposed to any great losses, However this must chiefly depend on our prudent management, which I assure you should not be wanting on my side.

London, Messrs. Davis Strachan & Co. 17th Oct. 1776

The vessel you'll charter for that purpose must absolutely sail from London by the 8th to the 15th March, she must not take in any goods for Quebec for vessels very often lose a fair opportunity by being obligd to stop at Quebec, and if my cargoe arrives early in the spring, I have a great chance to dispose of a great number of Articles, and by that means enable me from the produce of the cargoe with what I shall get in of my own by the time of remittance make you such remittances as will be pleasing to me as well as to yourselves.

You may in my behalf promise the master of the vessel you send 5 guineas if he arrives first at the Port of Montreal, which I'll pay him with infinite pleasure, should I be so happy to see him arrive first.

You'll recover from Barel 10000 Scythes one half must be unloaded at Quebec, but by no means to stop if the winds blows fair. I'll endeavour to have a Pillot ready in the spring, so that he may go on Board imadeatiley without loosing a moment time.

London, Messrs. Davis Strachan & Co. 19th Oct. 1777

You also have inclosed a memorandum for goods you'll please to send by the earliest ship that comes out to Canada for I assure you its a very great advantage to have goods out here early. The order amounts to about £6000 and should you have an inclination to curtail dont do it on small articles nor any part of Hardware, and if an additional Army should come to Canada, I desire you'll treble the quantity of Nails, and a small addition in sugar and tea ordered. 50 doz. common worsted mitts and 50 doz. mens coarse worsted stockings about 8 or 9/ doz.

The brass kettles sent out this year by Mawbray and Co were by no means the sort wanted, therefore a considerable allowance is expected otherwise they should be sent back again, these kettles must be made very light in the Brass with ears and Bales, and the largest kettle of the nest must not exceed 5 Galls. and each nest not to weigh above 80 lb. John Howard the beads (white) he sent this year are not worth anything for this country nor is any of the coloured beads agreeable to pattern sent. He also must take a good allowance.

EFFECTS OF WAR ON TRADE

A

Quebec Gazette, September 12, 1776.

A PROCLAMATION

WHEREAS there remains on hand a great quantity of the last year's Wheat, and the crops of this year are very abundant, a considerable part of which is already got in; and it is conceived that

it will not be detrimental to the Province, nor to his Majesty's Troops therein, to suffer an Exportation thereof; I hereby make known to all his Majesty's subjects in this Province, that I do allow a General Exportation of Wheat. But inasmuch as the Exportation of any Cattle or live stock out of the Province; or of Flour and Biscuit elsewhere than to the Fisheries, Nova-Scotia and the West-Indies, may at this time be greatly prejudicial to the Province and his Majesty's Troops therein; I have thought proper to order, and I do hereby strictly order that no person or persons whatsoever, at any time after the publication hereof, and before the First day of *December* next, shall directly *or* indirectly export or cause to be exported out of this province, any Cattle or live stock to any place whatsoever; or any Flour or Biscuit elsewhere than to the Fisheries, Nova-Scotia or the West-Indies.

B

From Canadian Archives, *Q*,XVIII,14-15. Written 1781.

The Memorial of the Merchants of London trading to the Province of Quebec.

To the Right Honourable Lord George Germain.

That Your Lordships Memorialists have yearly Petitioned their Lordships of the Admiralty for sufficient convoys of their Trade to sail from Portsmouth about the end of March but have constantly had their Fleet detained (owing to various reasons of Government) till the season has been so far advanced on their arrival at Quebec, as to render it impossible to have their Cargoes sent to the Upper Country 'till the following summer; which has operated to the very great distress of the traders and inhabitants and done manifest injury to Your Lordship's Memorialists.

That the Fleet of last Spring were detained at Portsmouth for several Days with a fair wind, and afterwards at Torbay. Waiting for a few Victuallers from Cowes thereby not only losing the season as before stated, but the protection of Commodore Walsingham's Fleet, which eventually proved the Cause of Loss to the nation of £400,000 and supply'd the enemy with necessarys the most essential.

That Your Lordship's memorialists have now presented a Memorial to their Lordships of the Admiralty (a copy of which is

hereunto annexed) praying a convoy may be appointed for their Trade to sail from Portsmouth on Y. 28th Day of March, etc. etc. and now have to pray, Your Lordships . . . . . .
London, 13 Feby, 1781.

Watson and Rashleigh	John Strettell
Davis Strachan and Co	Thos Pollard
John and Robt Barclay	John Fraser and Co
Brash and Lindsay	Murray Sanson and Co
Dunlop and Wilson	Amos Hayton
Jas Phyn	R. Morland and Co.
Robt Hunter	

C

From Canadian Archives, *Q*,XVII, Pt. 1, 271-279.

Quebec, October 25th, 1780

To the Honourable George Germain

It was therefore with indignation and regret that in March 1779, in consequence of an express from Halifax to Messrs Drummond and Tordau, I saw a successful attempt on their part, and that of several merchants or Traders to ingross the wheat and enhance the price of Flour. At this time there was not the least shadow of scarcity, but in less than a fortnight the Price of wheat was raised from four shillings or 4/6 per bushel to six shillings and upwards. I lost no time with the advice of a Quorum of His Majesty's Council to forbid the Exportation of Provisions, and to Issue a Proclamation against ingrossing fore-stalling and regratting: The Evil was not remedied, but the Price of wheat was by various artifices, asserted by a bad crop in the District of Quebec, though that in Montreal was Tollerable, raised early in the winter to Ten shillings per bushel. It could not escape my observation that the merchants des cotes who went up and down the country, and who by purchasing small quantities of wheat at a very high Price, engaged the Inhabitants on the River Chambly and Sorrel to keep up the Remainder of their wheat in hopes of a still greater Price, were under the influence and supported by the credit of such merchants as were most disaffected to Government. Perhaps it is not going too far to suspect in some,

worse motives than the love of Gain, for a conduct which rendered every Farmer's House in the Parishes of that part of the country, where an Invasion if attempted during the winter must take Place, a magazine of Provisions for the enemy, who from the difficulty of Transport and other local circumstances could not bring any thing with them.

The magistrates of Quebec and Montreal had found it very difficult to oblige the Bakers to continue the exercise of their trade and still more to procure flour for the daily and immediate consumption of the Towns. The Poor suffered much and all Ranks of People looked up to the meeting of the Legislative Council as the time when something essential would be done for the Relief of the poor, and to put a stop to a spirit of ingrossing which had pervaded the Province - - I therefore ordered the Legislative Council to assemble on the 27th of January and Recommended the high Price of wheat and Flour (the first being at that time Ten Shillings p. bushel the other at Forty shillings per 100 lbs for the worst of Flour) to their serious consideration. . . . . .

Notwithstanding the other measures, which the Legislature adopted and which I will afterwards mention, the exorbitant Price of wheat and flour continued the same or rather increased, till the certain prospect of a new and plentiful crop lowered it a little about the latter end of August, but not till after I had been under the necessity to order the commissary general to Purchase Flour at a high Rate from the Ingrossers, who thus in spite of all my efforts have profited by the Public distress. . . . .

This country is in peculiar circumstances whilst the Rebellion continues in the neighbouring Colonies. Little or no Resources can be had from Importation, which is the natural means to reduce the price of any commodity, besides the climate absolutely prevents it for seven months of the year, hence occur the great necessity of Government taking precautions to secure Bread for the people as well as for the Army; Humanity as well as Policy justified the measure; a few interested traders would have been dissatisfied and would have endeavoured to have made a clamor against it in London, but in Canada, it would, instead of a Revolt, which some people affected to fear, have given general satisfaction to the Canadians, who looked for it and stood in need of it, and would have given them

a confidence in their Government, whereas there are not wanting people to insinuate to them that they could not rationally expect redress from a Council one half of which at least was composed of dealers in wheat and meal mongers . . . . . .

FRED. HALDIMAND

INSURANCE: FIRE

From Canadian Archives, *Ermatinger Papers.*

London, Benj. Price the 15th February 1771

In your last you command me to make some insurance for fire, which I beg you not to do for my property is at present so secure that no fire can hurt it, it was my intention to have such a place on my arrival, but unhappily they were then all occupied, I have a vault wherein the Marchandises are and in case of fire, all I may lose is my furniture which indeed is no great matter . . . . .

London, Mr. Benj. Price 9th July, 1771

As fires are so frequent here I consent to have a thousand pounds sterling insured from fire, which you'll please to get done and to begin from this date, you'll get it done as cheap as you can . . .

London, Mr. Thomas Woder The 11th December, 1774

I beg you would immediately on reception of this insure £400 sterling from fire, for 12 Month only to begin from this date, for I intend next spring to have it made fire proof, for which purpose you'll please to send me about 10 cwt. Iron plates and 15 cwt. Iron, which must be in smal Barrs and exceeding 4 inch in breadth and 1/3 of an inch thick french measure or rather thicker as also an assortment of door locks and about 6 Iron locks, Large and strong they are to be fixed on iron doors such as for cellars.

INSURANCE: MARINE

From the *Quebec Gazette,* Sept. 19, 1778.

Committee appointed by merchants of Montreal to enquire and point out the most proper and equitable mode of disposing of goods damaged by sea water on Board ships report

1st. THAT SIX PERSONS BE CHOSEN ANNUALLY AT A full meeting of the merchants, for the purpose of Surveying such

Goods upon Oath, two of them to attend that business in weekly rotation, and one of such two to see the goods so survey'd by them fairly and openly sold at public Vendue. 2d. That if any Package is found in part damag'd only, that part to be sold and none that is found.

3d. That this regulation be made known to the Merchants Exporting and the Underwriters Insuring Merchandize to this Province, that they may have an opportunity of nominating persons to act in conjunction with those that may be appointed here.

4th. That the Sterling Cost of such Lots of Goods as shall be so damag'd and expos'd to Sale, be proclaim'd to the buyers when they are set up.

5th. That this business of surveying damag'd Goods for account of the Underwriters and seeing them thereafter sold, be transacted and done without any gratuity whatever, and that the Surveyor so attending the Sale, shall signify his approbation of the Vendue-master's Account by signing his name thereon. Given under our Hands at Montreal, 14th Sept. 1778.

Sign'd	Alex Ellice	John Porteous	Jas. Finlay
	Pre. Fortier	John Grant	William Kay
	Richd M'Neal	Rich'd Pollard	

A Publick Meeting of the Merchants being called at the Coffee-house on the 16th of September, 1778, the within report was there read and approv'd of with the alteration of eight instead of six persons to be chosen for the purpose there in mentioned.

10 shippers in Canada Trade in London

33 Underwriters in London.

Signed by 56 merchants

EXCHANGE

A

From Canadian Archives, *Ermatinger Papers* and *Jacobs Papers*, S777.

New York, Messrs Reade and Yates — Montreal the 16th November, 1771

P.S. I should take it as a particular favour to lett me know the course of Exchanges at your places once a month or at any other time when a Revolution in Exchange happen.

Quebec 13th July 1773

Sir: £38 00 0

Thirty one days after sight, pay this my first Bills of Exchange (the second third and fourth of same date and same sum not being paid) to Mr. Samuel Jacobs or order the sum of thirty eight pounds Sterling, Value Received of him which place to the account

To Wm. Myre, Esq. of Sir your Hum. Serv.

London at Messrs. Aubert sig. THOS. WILKISON

Luard, Vigne & Co.

Endorsed Sam. Jacobs Slayter & Watson

The above protested the 1 day of October 1760 by

Johannes Dawsta Not. Pub.

1760 in London

Exchange for £300 Sterling Montreal the 4th June, 1770

Gentlemen

At thirty days sight of this my First of Exchange, second and third of the same Tenor and date unpaid, please pay Messrs. Paterson and Grant or order the sum of Three Hundred Pounds Sterling value received which place to acct. of subsistance of my company of the Royal Regmt. of Artillery as per advice from

Gentlemen Your humble Servt.

(signed) Forbes, Macbeane

To Messrs. Cox and Drummond
Paymasters to the Royal Regmt of
Artillery Charing Cross, London

Pay Mr. Lawrence Ermatinger or order Value of the estate of Trye and Ermatinger (signed) Paterson and Grant.

Pay to Mr. William Sampson or John Rowley or order value in acct. Montreal the 23 September, 1770

L. E.

London, Mr. Benj. Price Montreal, Nov. 15, 1771

Among those names you mention there is only Peter Boutheyller whom I would chuse to recommend to you and he has sent his orders to Messrs. Hunter and Bayley, Carignant and Ogiez, Fortier and Orillat are Whatson's correspondents. The latter is a very

good men. However dont invite him, for I assure you many of the french are but very indifferent correspondents.

London, Mr. Wm. Priestly the 29th Sept. 1773

Bills here are so very precarious that I would not do otherwise than to determine to send country produce for my own security; I shall please God make you an other remittance if I can get any good bills which at present is impossible.

B

From Canadian Archives, *Q*,XVIII,65.

Quebec, Novr. 28th, 1780

Right Honourable Lord George Germain

I observe, that the giving credit to the merchants for the Bills of Exchange which the agent of the Remitters is obliged to draw upon them, is a great Encouragement, and very useful to the commerce of the country. Since the commencement of the war, the fleet has generally arrived late in the Summer, so that it is impossible for the merchants to convert their Goods into cash before the 25th of October, when they are obliged to make Remittances. If the agent for the Remitters will not indulge the merchants with credit at a time when it is so necessary for them, they will not furnish him with money at other times of the year, when for want of an opportunity to remit them, Bills of Exchange can be of no use to them. I do not believe hitherto, there has been much Loss to the Remitters or their Agent from any failures of Payment in consequence of giving credit, or if there has been any, it has been compensated by the Interest of six P. cent which is paid at the Expiration of two months from the time that the credit has been given but to me it appears to extend that credit, especially if it is supposed to be given by authority of Government . . . . . .

FRED. HALDIMAND

LV

INTERNAL TRADE

Within the country traders bought wheat, lumber, furs, and other commodities, and sold salt, rum, dry goods, and general merchandise. Competition for wheat necessitated purchasing in the country by representatives

of Quebec or Montreal firms. Lumber and furs were occasionally sold at auction in Montreal or Quebec. Imported goods were sold on board vessels or by shops at wholesale or retail. Trade in the interior at Detroit or Michilimackinac involved extensive credit on the part of Montreal firms and an extension of the London organization. Serious risks in trade followed the possibilities of debasement of the coinage and of fires. Insurance was a prerequisite to the extensive use of credit. Moreover, inadequate bankruptcy legislation and the difficulties of securing court action in the settling of disputes were additional handicaps. Local trade was regulated by price fixing especially in the case of bread and various market regultions.

References—*The John Askin Papers,* 1747-1795, edited by M. M. Quaife (Detroit, 1928), I; R. H. Fleming, *McTavish Frobisher and Company* (Canadian Historical Review, June 1929, 136-152); R. H. Fleming, *The Origin of Sir Alexander Mackenzie and Company* (Canadian Historical Review, June 1928, 137-155); H. A. Innis, *The Northwest Company* (Canadian Historical Review, Dec. 1927, 308-321); H. A. Innis, *Peter Pond* (Toronto, 1929).

PURCHASING OF WHEAT

From Canadian Archives, *Jacobs Papers,* S777.

St. Denis, 14th Aug. 1772

Worthy Friend

When I came to the three Rivers Vallerant had not got so high he was at anchor about a League below it the twenty ninth of last month I stayed that day there and endeavored to dispose of the Salt But to no purpose, Desired Vallerant to sell what he could at fifty sols while the wind continued against him for which he should have one sol pr. Minot, he tryed and all he sold was four Bushels he arrived here the Eleventh Instant. I unloaded him at St. Ours six hundred eighteen and a half Minots salt. I begin to exchange Part of it by giving three Bushels salt for two of wheat. I'lle endeavor to make the most of it for my friend. Muktoo arrived here the twelfth inst. who I am unloading at Present and shall put on board of him the wheat my clerk purchased which is about six hundred and twenty Minots there was no more to be had except four hundred Minots Allards son sold John Grant for J. Bonfield at four livres nine sols pr. Minot, young Bonfield came here and purchased Mr. Gervais wheat and peas taking it at his grenier at four livres sixteen pr. Minot who had about nine hundred and eighty Minots wheat and about a hundred of Peas. I hear the

expence that attend it taking it from his loft and sending it on Bord came to thirty Dollars. . . . . .

25th August. 1772

To Mr. John Welles.

Worthy friend and reliever of my difficulties.

There is a fine crop they have begun to cut some days ago what it will break at cant say. I'll not be the first that shall stirr in it nor the last that shall lie still, I desired Mr. Allen in my letter to let know the price of grain with him as it may be a guide, for Mr. Lees was commissioned to purchase all the peas he could and Captain Gill has made a good hand of them for two years running to supply their fishery. . . . . .

As some traders here will press the inhabitants who are indebted, to Thrash or make payment, therefore cash will be very necessary to purchase their grain deliverable this winter and advance them the cash now, you know my sentiments on that head to be equally concerned in the purchasing of grain and if your part of the advancements to me should be more than mine I shall collect from the produce of my trade will allow you interest on the same.

I have sold within these two months about nineteen hundred gallons of Rum, have not two hundred left and shall want about fifteen hundred or two thousand gallons more, if you'l please to furnish me with either of these quantities will allow you two pence per gallon proffit on what it shall cost you, also the same in purchasing five or six puncheons of Millasses and three or four Hogsheads of Seal oile for what I brought up is allmost gone.

Mr. Durocher will be down in a few days with the remainder of his wheat, if you send me any money, let him be kept ignorant thereof. I can make a better hand of it when the traders here think I have but little cash. . . . . .

Dear Welles 29 Oct. 1772

Allso received from him [Muktoo] the paquet containing one hundred half Joes wish it had came sooner, however hope to do as well as my neighbour have purchased one hundred Minots for two hundred and seventy two livers, and about five hundred More at three livers per Minot deliverable in the winter, and have advanced

a little cash to others to secure the preference of their grain when the price shall brake in the month of February and March next, as for those inhabitants who ware obliged to trash or engage their grain to rise cash to pay their Merchants, these purchases are most over for this fall, for those who could not sell capitulated with them they owed to, or else would have visited Nerrain Verchier et ca. and in my rounds might have bought two or three thousand Minots at three livers, maybe under, as this is not a time to purchase a quantity as nobody will sell except those who are forced to it. I shall loose no opportunity that I can embrace, the price of wheat broke pretty well from fifty five sols to three livers per Minot, and so it might have continued, had the devil not got into the exporters again, for the stroling imps, and the people employed by them, have no other interest in it then to rise the price of grain on the country traders, for the sake of commission, or being allowed so much per Minot, how happy would a countrey Trader be, could he live quite in his Teritories, he could sell his grain even delivered at Quebec get a good Proffit for the same these imps buys at, to show themselfs of consequence and satisfy the ambition of their employer, hoppey Kickeys gang part of them are like saylors who have received three months advance pay, distribute it in all their pockets to make a show. the other part who ware inlisted some years past and still enslaved, works with their heads downwards and fearfull as a Soldier in stopages who cannot produce his necessarys at a revieu day. Mr. Mayot is an officer, you know they are sometimes redused for disobedience, Mr. Ledster is a purchaser this year of wheat and peas, hitherto those employed by him goes on snagg. Hay at Montreal is a purchaser of grain with the produce of Meduiens, Gleney and Hay stave cutters, are purchasers of wheat for exportation next year. LaChome is here believe to settle with Mr. Durocher and to purchase wheat by advancing him and others cash, this does no hurt, as he acts without making a Roumour, Mr. Daulvate is allso a purchaser which does no damage, as it goes thourough the hands of those traders who has dealings with him. Mr. Armantinger purchased new wheat on the Market, to make out his quantity to shipp this fall, at four livers per Minot. these are such as the diseased [deceased] Mr. Price's schemes, amongst the number of purchasers Mr. Jeremiah Duggan is one, came here to buy, made

a hearum scearum argument with Mr. Mondelette and went down as he came, Mr. Harrison is running Madd, his aide de campe at Montreal Mr. Morrison distribute cash in sundries places round the country I wish he had engaged as you mention in yours, or half that quantity, it might have contented his longing, and the persons so purchased from would have been unwilling to rise the price, but be assured he has not done yet collected a thousand minots by all his ambassadors what he has with, Mr. Kay cant say, I do not find that he is enclined to purchase as yet, Dobie likes to joke, and I hear the bank of Sc - - d is gone to the d — — l. Mr. Stuart thinks he'll pay the ballans due Mr. Fraser and company, with the wheat he shall collect this year on the river Chambly, in consequence have errected a store at each side of it, at a little space distance, and sent up exclusive of dry goods, about eleven thousand Gallons Rum, reason to believe by the advice of the Cleaver Mr. T. B. So much dry goods and so much Rum is worth so much there, which will produce so many minots, sent to Boston will fetch so much thy'le be mistaken, their plan may hurt the trade here but I believe it will do very little good to themselves, they have lowred the price of rum in order to deter others from bringing up any more, so that they may rise it again when the navigation closes, I sell mine pretty fast at the price I find they do from time to time, I shall hardly have enough but will endeavor to spin it out till spring though there is but little proffit on it yet it frustrates them.

Dear Welles 4, Nov. 1772

It is impossible to collect any quantity of oats at this time, as they cannot quit their ploughing to Trash, thinking you might want a little for your own use have sent you seventeen Minots, and the way they measure it one Ras and the other Comble it produced twenty as per Receipt. . . . . .

Dear Welles 14 Nov. 1772

Vallerin sprang a leak, arrived here from his cruise the eleventh instant, Regaled as a privateerer who is unsaskussfull. I got Bateaus and Men ready to discharge him immediately, would have stored the salt here had not his good reason prevented me, the weather sett in with rain and snow and so had continued, it woud have

took four or five days to unload him and bring it up here, asked if he coud keepp his pumps clear during that time, answered he was afraid and that he was sure at least to loose fifty Minots more. I went to St. Ours got the vessell along side Mr. Dameulle engaged with him to stow it till October next at two sols per Minot, the same time gave him orders to sell for cash at fifty sols per Minot and in exchange to give three of salt for two of wheat. Mr. Dameulle received in his Hangar five hundred and twenty six Minots salt it seems we ly all on our own at present in regard to purchasing grain, and the inhabitants more sinsible wait till we begin first. Mr. Stuart attacks this trade sword in hand, he has sent a quantity of more goods here, if his courage had come before when he was so well supported, he might have done it more advantageously in a better manner, his connection I believe is over and his backs withdrew dissatisfied, he finds himself like a cat confined, to get out brakes a pain and cuts herself with the Splinters, As Rum is a cash article, and usually engrossed in the fall by a few speculators. I think it has rose.

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20 Dec. 1772

Dear Grant

Rum begins to grow scarce, there has been a fine cropp, believe a sufficient quantity for those who intends to export, the most part of the grain the inhabitants gives the preference to the countrey traders but will fix no price, they say amongst themselves, Lesse enrager les Merchands pour trouver en bon prix, these ends are accomplished by the speculating party and those who only purchase for the sake of commission, ware it not for them the countrey traders coud sell their grain Deliverable at Quebec for the same price they raise it on them, their hubub does little good to themselves, and hurt to the exporter.

Dear Welles 27 Dec. 1772

They commensed to sell the Rum here, from four livers five to four livers ten per Valle, not withstanding of its rise still continues to sell from five to five livers ten, part of the bargain I refused. Mr. Grant offered me ten thousand gallons on the same lay, if my friend had been at my elbow joined me therein I should have struck as

the bargain was good, and shoud not have bauched it as they do, for woud have immediately distributed amongst the traders so much Rum for so much wheat, instead of it they will very nigh have one half left in the spring, and as if the d — l was in the f — l they have here, afraid of not getting wheat, though he knows there is a large Quantity to sell, will not wait till the price brakes, which is in the Month of March, but endeavours to force it by sending Round half dozen Idolers offering three livers ten which has put the inhabitants in such a consternation that they will not sell at any rate now. There are a great many purchasers and as you observe there will be dry picking this year. . . . . .

Flax seed woud answer well from Canada to the continent if the inhabitants could be persuaded to Trash on a plank floor, contrary to that they trash it on the ground which will not answer, as it has been tried sundrie times at York and Boston, and woud hardly meet with acception on that account. . . . . .

I observe your limits in regard to peas, I'lle not exceed it if they are offered me separately from wheat for sometimes the inhabitants will not sell the one without the other.

A retail shopp in the countrey shoud be well assorted, as the Inhabitants does not like to go from place to place to make their impleat and though a person shoud have ever so good a sale there remains coupons etc. on the shelf.

Be pleased to add to the Memorandum, one piece Crimson feathered Plushe, one piece blue, one ditto white ground, spotted, the french beaus uses it for lining the Inhabitants are fond in making waistcoats and faces their cappots with the same. I was afraid of not giving it the proper name therefore have sent you the kind, the prices I have fixed to sundrie articles in the invoice woud be glad to have them as night that mark as possible.

Dear Welles 1 Jan. 1773

Mr. Stuart arrived here a few days ago, seems dissatisfied with his progress, as he expected a great deal, not only from the rum and dry goods but from the influence of his brother in law who married the priests niece, and if it ware possible that his Mother and sistre ware married to the priests themselves woud not hinder the inhabitants to buy cheap and sell dear.

I shall not lead the Van in these hearum scearum purchases neither will I lett them run away with the roast, a supply of cash will be necessary, allso your kind advice to what length I may go so that I may not over purchase myself, it is enough to make ones heart bleed to see so fine a year as this sacrificed.

Dear Singleton 22 Jan. 1773

I am sincerely sorry for your loss, as for giving the preference of my grain to any particular person what soever, is a thing I never did nor believe ever will for these reasons, the Exporters may only combine together and lower the price as much on the countrey traders as now their ambition raises it on them its a pity to see so fine a year as this is sacrificed, for no sooner one leaves an inhabitants house but another enters it, their hubbub does but little good to themselves.

Dear Welles 29 Jan. 1773

It seems as if H - l broke loose and inspires their actions for some wants all and others' will have a part, they give people commission to act for them, these employ others and even those employ runners, sharing half what they shall get so no soonner one leaves a house but another enters raising on their leader without regarding who he acts for, as they have no watch word or regulation and their employers is like the Carolina statesmen who does not know half his negroes.

Dear Welles 21 Feb. 1773

Cash is scarce here and the heads of the purchasers are endeavouring to engrosse even all if the coud, and laid their plans accordingly by selling part to drain the others of their cash.—For God's sake send cash and let me not be d——d for the want of cash, cash, cash, everybody round me has cash. . . . . .

To Messrs. Patterson and Kaye 3 March, 1773

Since your departure from here the Signior arrived to collect his rents my house is like a fair with those inhabitants whose costome I have. They request as usual to advance them to pay their Rents, which is from two to three Dollars apiece and so on, that I find myself in a necessity for one hundred pounds more.

27 March, 1773

Sundries have defered trashing, for they say the longer we keep it the better price we get, and asks my advice therein, answers that this is a sensible part of the creattion, and by taking care in process of time will be knowinger than their teachers.

Messrs. Melvin and Wills 29 April, 1773

I request the favour of you's to engage me two small vessells which will carry a thousand or thirteen hundred Minots each, to come up here or to St. Charles to take their loads, the price I leave to yourselves, but the sooner you can engage them the better before the water falls.

---

29 April, 1773

The most part of the traders if not all on this river have disposed of their grain, and now commences to buy a fresh on commission etc. the price they have raised it to dare say is not unknown.

Dear Welles 18 May, 1773

Am in hopes of a smart rain comes for a few days which there is a likely hood off, small vessells of about a thousand or fifteen hundred Minots may come up in this month and the beginning of next, how happy shoud I think myself if I had a half a dozen of them here I can get none and the waters beginning to rise, will endeavour to load any vessel which you'll please to send me, but one that carried three thousand Minots will attend with a great deal of ill conveniences and risque.

Mr. Willicks, Quebec.

For each and every Minot of wheat I deliver him here he is to deliver me three gallons of rum at Quebec in the month of June next, if he likes these terms, please to agree with him in writing on my account.

Dear Welles 29th July, 1773

Malliotes affair is blamed by some for not stirring, and by others for stirring it too much, believe if any misfortune has happened its owing to the baddness of the hangars, Mine thank God is lodged in good ones, and with the care that I have taken keep fire and

water from it woud not give any person six pence to answer the keeping of it till next year in good order.

7th Aug. 1773

I have a prety large quantity of grain yet in sundries of the inhabitants houses etc. I am distressed for the want of Vessells to carry it down, and they crack my head by continually telling that my wheat breaks down their lofts.

To George Allsopp Esq.

From Canadian Archives, *Ermatinger Papers.*

Quebec, Mr. Jonas Clark Minot Montreal, 18th Aug. 1772

Enclosed a bill of loading for 2692 bushels of wheat french measure Bellet could not sign Marchantable on acct. of its beings rather warm I must beg of you not to mix it with the last nor any other I may hereafter send you, You'll also be pleased to get a sufficient number of hand so to have it scrianed immediately on its being landed for it wants the air much.

I would have you not to stow the wheat to thick and have it stired often.

Quebec, Messrs. Allsopp and Welles the 2d July, 1770

Would you be so kind to inform me by return of post, whether you could charter a vessel of about 140 or 180 Tunns, Burthen, to come up here take in a part of the loading, and if the water should be too low, I engage to send the remainder to 3 rivers of Quebec, from thence to proceed to Barcelona, with a Cargoe of wheat, and to lett me know upon what terms and price you could engage. . .

SALE OF LUMBER

A

From the *Quebec Gazette,* September 5, 1765

TO BE SOLD BY Mr. LE COMPTE DUPRES, IN THE LOWER TOWN

Oak and Pine Timber in Logs,

20,000 square Feet of Oak in Logs,

40,000 ditto of Pine in ditto,

and about 50 Pieces of Walnut Tree.

B

From the *Quebec Gazette,* June 29, 1769

TO BE SOLD, at Public Auction, to the highest Bidder, at Simpson CoffeeHouse, Lower-Town Quebec, on Wednesday the 5th Day of July next, about 150,000 Pipe, Hogshead, and Barrel Staves, together with a Quantity of Masts, Logs, and other Timber, now lying at Wolfe's-Cove; about 70,000 of which Staves are now actually shipping on Board the Ships True-Love and Venus, whose Cargoes will be compleat before the Day of Sale and form two Lots, the Remainder of the Staves, Timber, and other Wood, to be put up in proper Lots, as may be judged most advantageous for the Purchaser; Ten per cent of the Purchase Money to be paid down, and the Remainder in three Months after the Day of Sale, in Cash or good Bills, for the Payment of which Security to be given, if required; The Purchasers of the Cargoes are to fulfil the Conditions of the Charter-Parties.

Sale will begin precisely at 11 o'clock. Quebec, 19th June, 1769

SALE OF FURS

A

Quebec Gazette, September 13, 1764

WANTED

1000 Otters Skins	200 Gray Fox Skins,
500 Fishers Ditto,	200 Wolves Ditto,
400 bears Ditto	200 Minks Ditto,
200 Lynx Do. or Loup Cervier	1000 Martins Ditto,
200 Cats Ditto,	2000 Muskrats Ditto,

N.B. *The above Peltries must be in Season.*

Any Person that has any of the above Kinds of Skins to dispose on, may apply to Mr. *Samuel Morin,* in the Lower-Town, Quebec.

B

Quebec Gazette, June 20, 1765

TO BE SOLD AT PUBLIC VENDUE

On Friday Morning next, the 21st Instant, at SAMUEL MORIN'S AUCTION ROOM, at Sault au Matelot Street, Lower-Town, the

following goods, viz., 675 Racoons, 14 Cubs, 4 Buck Skins, 447 Martins, 1500 Musquash, 364 lbs, Indian Half dress'd Deer, with some other Peltries;

A few Strings of East India Pearl for Lady's Necklaces, also some dry Goods and some very good Port Wine: And on Monday following a Parcel of Plate, consisting of Water Pots, Spoons, Basons, &c. with a Parcel of Goods suitable for the Indian Trade. - - And on Friday the 12th of July, will be sold at same Room, a very good Dwelling-house, situated at Crown-Point, formerly belonging to Mr. *Samuel Jacobs*: For farther Particulars enquire of Mr. *John Franks*, at Quebec, or of *Samuel Morin*.

Mean Time, any persons who may chuse to purchase said House by private Contract, may apply as above.

Quebec, 18th June, 1765. *Sales to begin at* 10 *o'clock.*

SALES FROM VESSELS

A

Quebec Gazette, July 5, 1764

For Sale

The Brigatine Peggy, with all her Materials; as she lately arrived from Philadelphia, Burthen about One Hundred Tons, Five Years old, Virginia built, is a remarkable fine Sailor: Now lying in the River St. Lawrence. Any Gentlemen who incline to purchase said Vessel, may hear of the Terms, and see her Inventory, by applying to William Scott, at the House of James Sheppherd, in the lower town.

THE said Scott has just imported in the said Brigantine, which he will sell on the very lowest Terms for Cash (as his Stay in this City will be very short) the following Articles. Choice old Jamaica Spirits, in Puncheons and Keggs, as small as three Gallons a variety of Wines, that will suit all Taste's, Melasses, Muscovado Sugar, in barrels and boxes, Loaf-Sugar, Chocolate, some of the best Shrub, which will make Punch nothing inferior to Lemmons, Kenton's Porter in Tierces, Pimento, and sundry other articles.

B

Quebec Gazette, July 5, 1764

FOR PHILADELPHIA,

THE BRIG LARK,

John Kennedy, Master

Will sail in Ten days: For Freight or Passage, apply to *Eldridge* and *Long,* in the Cul de Sac, in the Lower-Town, or to the said Master on Board. They have also to sell cheap, at Mr. *Amiott's* Cellar, in the Passage leading from the Market Place to the Beach, in the Lower-Town, Melasses, Best Jamaica Spirits, Philadelphia Rum, in Hogsheads and Kegs.

C

Quebec Gazette, June 27, 1765

TO BE SOLD BY DANIEL MALCOM, *On board the Sloop* Rose, *at the King's Wharf.*

Good Bourdeaux Claret in Hogsheads extremely good, French white Wine in Ditto, Vinegar in Ditto, Hogs Fat in half and whole Barrels, Glocester Cheese, Spermacaeti Candles in boxes, and Myrtle Wax Candles in Ditto, mould, Loaf Sugar, good, by the Barrel, Florence Oyl by the Chest, 30 Bottles in a chest, good, fine Cyder in Barrels, racked off and good, Pitch, Turpentine and Tar in Barrels, cut and dry Tobacco in papers by the Box brown Sugar in Barrels, Irish Butter, new and good, in Firkins, and cheap.—And likewise to be sold by the said Malcolm, the sloop Rose, about 67 tons, double decked, and well found; the Inventory may be seen on Board. And likewise a House in the Lower-Town, where Captain John Malcom lives; all to be sold Cheap for Cash: Any Person wanting, may apply to said Malcom on Board the Rose,

As said Malcom wants to buy some white Pease and Oats, any Person having to Dispose of, may if they please apply to him.

IMPORTED GOODS

LONDON

A

Quebec Gazette, June 21, 1764

JUST IMPORTED FROM LONDON AND TO BE SOLD AT THE LOWEST PRICES BY JOHN BAIRD

In the Upper part of Mr. Henry Morin's House, at the entry, to

the Cul de Sac, an Assortment of Goods, consisting of most Articles suitable for this Market such as, CALIMANCOES and Camblets striped and plain, Everlastings, Durants and Tammies of different Colours, printed Cottons and Calicoes, Nankeens, Silk, Cotton, and Linen Handkerchiefs, Romals, Paper Hangings, Window Glass, Hats, a Variety of Linens, Mens and Womens Shoes and Pumps, Lace, Gloves, Leather Breeches, Ribbons, Persian Taffeties, Checks, Ticks, Nails, Frying-Pans, Iron Plate, Buckles, Buttons, Knives, Cotton-Week, Hose and Mitts, Scarlet and Buff mill'd Caps and Hose, Kerseys, Cadis, Shaloons, Molletons, Ratteens, Cloths, Strouds and Blankets, Vinegar, Castile Soap, Starch, Indigo, Hair-Powder, Earthen Ware, Striped Cottons, Gun-Powder, and a Variety of other Articles.

B

Quebec Gazette, June 28, 1764

Just imported in the Nancy, Captain Smith, from LONDON, and to be SOLD at the Lowest prices by HENRY TAYLOR, Apothecary and Druggist,

At his Shop near PALACE Gate, a large assortment of Drugs, Chymical and Galenical, among which are,

Surgeons Pocket Instruments, Lancets, cupping and breast Glasses, Instruments for the Teeth, horn and pewter Syringes, marble and bell metal Morters, Sponges, Lint, Tow, red and white Skins, Court sticking Plaister, shop Drawers with Pots, Bottles, &c. ALSO, Ising Glass, Honey, Pearl and Scotch Barley, Sago and Salop, shavings of Harts-horn, Pot ash, Bird-lime, essences of Lavender, Jessamine, Oranges, Lemons and Burgamote, Daffy's and Squire's Elixirs, Turlington's Balsam, Stoughton's Bitters, Anderson's and Lockyer's Pills, lavender, honey and Hungary Waters, Eau de luce, Smelling-bottles of all Sorts, Gold-leaf and Dutch Metal, Aniseed water, and sundry kinds of Cordials, Cinnamon, Nutmegs, Cloves, Mace, Alspice, Pepper, Ginger, Jarr Raisons, Currants, Prunes, Figgs, Chestnuts, double and single refined Sugar, Hyson, Green and Bohea-teas, sweet and bitter Almonds in the Shell, confected Almonds, Orange and Lemon Peels, Marmalade, Barley-sugar and Sugar-candy, with Comfits of all Sorts, Poland Starch, Stone and Powder Blue, Powder for the Hair, soft and hard Pomatum, Shav-

ing powder, Wash-hand-balls, Teeth brushes, Laurel leaves, Sage, Baume and Penny-royal, Olive, Florence, Turpentine, Linseed, prepared and cold drawn oils, Hogs-lard, white Wine Vinegar, Coperas, Galls, Allum, Lampblack, Rosin, rolled and Flour Brimstone, Basket-salt, red and Yellow Oker, Litharge, white and red Lead, with different Kinds of Paints.

GLASGOW

A

Quebec Gazette, November 29, 1764

TO BE SOLD BY JAMES SINCLAIR

At the sign of the RED LION, near Palace Gate, a few Kegs Oatmeal and barly, imported in the last vessels from Glasgow; likewise Scottish and Rappee Snuf, and Pigtail Tobacco.

B

Quebec Gazette, May 16, 1765

IMPORTED IN THE APTHORP from GLASGOW AND BELFAST, and to be SOLD BY MOORE & FINLAY.

Pork in Barrels,
Butter in Firkins,
Moulded and dipt Candles,
Blankets of 2 and an half, 3, 3 and an half, and 4 points,
Coarse Yarn Stockings
Oznaburgs,
Druggets,
Irish Linens and Sheetings,
Striped Holland,
Bed Ticks,
Fishers Boots,
Honey
Men and Women's Lamb-skin'd Shamoy Gloves
Coarse Hats,
Tobacco-Pipes,
Brown Earthen - - ware in Crates,
Iron Pots with Covers,
Iron Lamps
Ivory Combs,
Strip'd Calimanco,
Camblets,
Men and Women's coarse Shoes.
A few Chaldrons of Coal for Black-smiths,
And a few Barrels of Herrings.

Any Farmer, applying to MOORE & FINLAY, *may have a small Quantity of Hemp Seed for a Trial, on Condition that he obliges himself to sow it.*

NEW YORK

Quebec Gazette, July 7, 1766

Just Imported from New York,

Per the Sloops Susannah and Sea-flower, and to be Sold cheap, for Ready-Money, by I. Werden, in the Low-Town,

Choice old Castile Soap in Boxes, brown Sugar in Hogsheads, Coffee in Barrels and Bags, Red Port Wine in Quarter Casks, Geneva in Barrels and Kegs, Sundry Cordial Waters in Kegs, Madeira wine in Pipes or Quarter Casks, Rape Snuff in Bottles.

WEST INDIES

Quebec Gazette, July 11, 1771

Just imported, in the Sloop Industry

From the Windward Islands, and to be Sold by Johnston & Purss, in the Lower-Town... A quantity of genuine French Molasses, at thirty Coppers per Gallon by the Puncheon, a Few Barrels of fine Muscovado and powder'd sugars at very reasonable Prices, a small Quantity of fine old Spirits at 3s. Halifax per Gallon by the Puncheon, and 3s. 6d. per gallon in smaller Quantities.

As they intend to quit the Dry Good Trade, will dispose of the remaining part of their Store on very reasonable Terms, and take Country Produce in Payment.

MERCHANDISE SALES

A

Quebec Gazette, July 5, 1764

On the lowest Terms, by Samuel Sills, at his Cellars, near the Landing Place in the Lower Town, a Parcel of exceeding good Wines in Bottles, viz.

Fine old Red Port, at.....	17s	
Ditto Claret, ...	12s	
Ditto Priniac, ...	17s	
Ditto vin Muscat, ...	24s	Per Dozen.
Ditto Madeira, ...	27s	
Ditto Malaga, ...	17s	
Ditto Lisbon, ...	17s	
Ditto Fyall	15s	

N.B. The bottles to be paid for, or returned.

WHERE may also be had French and British Brandies, Shrub, Rum, Vinegar; bottled Porter Capers, Anchovies, pickled Walnuts, Salt, Salt-Peter, Loaf and Muscovado Sugars, Tea, Molasses, Glue, Linseed Oil, Paint of various Sorts, Earthen Ware; with a great Variety of most kinds of English Manufactories.

B

Quebec Gazette, Oct. 18, 1764

To Be Sold at the Three-Gun-Tavern

A quantity of red Wines by the Dozen, at Eight Shillings per Dozen, or at Sixpence per bottle, returning the empty Bottles again, or drinking the Wine in the House. Likewise good English Cyder, at Twelve Shillings per Dozen, Bottles included New England Cyder at 6 shillings per dozen, returning the bottles. Good Lodgings and Boarding may be had for single Gentlemen, as also good stabling for Horses.

C

Quebec Gazette, April 4, 1765

AITKIN & DOUGLAS

At Mr. Charest's, in the Lower-Town, have on Hand the following Articles, A Quantity of Cordage, of various Sizes, from 1 to 9 Inches; a quantity of English Sail-Cloth, No., 1, 2, 7 and 8; several Quarter Casks of choice red Port Wine of Vintage 1761; a few Pieces of best superfine English Broad-Cloth; and some fine Irish Hollands:

Which they will dispose of on very reasonable Terms, for Ready-money, or at short Credit.

D

Quebec Gazette, August 8, 1765

Notice is Hereby Given

That the Partnership of MOORE & FINLAY will expire on the Thirty-first Day of this month.

All Persons who are indebted to them, are desired to make Payment, and those who have any Demands on them, are requested to send in their Accounts, that they may be immediately discharged.

They have imported this Year an Assortment of Goods, fit for the Market, which they will sell much below the common Advance, as they incline to finish the Affairs of this partnership as soon as Possible.

The ARTICLES now on Hand are

Almunds, Allum, Anchors,
Bar-Iron, Barley,
Breeches Leather,
Beaver packing Line,
Bindings, Buckles, Buttons, Boots,
Blankets, Brandy, Butter, Beer,
Black Breeches Patterns,
Cadis, Calimancoes, plain and striped,
Camblets, ditto Ditto
Calf-Skins, Candles, moul'd and dip'd
Candle Moulds, Cards for Wool,
Cards for playing, Cuttoes, Checks,
Cottons printed and striped,
Combs Horn and Ivory,
Carise, Cod Lines, Crockery,
Cordage and Cables, Capers Turkey,
Cambricks, Copperas,
Coals, Caps mill'd Cotton and Worsted,
Cinnamon, Cups of Tin, Cod Hooks,
Cheese, Cloth broad, Cloves,
Doulas, Delph Ware
Diaper Table Cloths, Druggets, Duffield,
Door-bolts,
Everlastings, Edgings,
Files, Frizes, Fuzes, Flints, Ferrits,
Frying Pans,
Gimps,
Gloves and Mitts, Shamey & Lamb & Silk
Gartering, Gauzes, Glass for Windows,
Gun Powder, Graplings,
Gowns Cotton,
Handkerchiefs Linen Check and Silk,
Hose Men's and Women's all Sorts,
Hats, Harns 3-4 and 7-8
Hatchets small, Hessens, Holland striped,
Honey,
Indigo, Iron Plate,
Kersey double mill'd,
Lace Thread and Silk,
Linens all Kinds and Prices,
Ladles, Locks, Lamps of Iron,
Lead in Bars and Sheets and red Lead
Leather Sole, Lampblack,
Lead Ground coloured
Lincies, Lawns, Lime Juice,

Muffins, Moltons, Mazamets,
Needles packing Sail and sewing,
Nails, Nutmegs, Oznaburghs,
Oaker, yellow Oaker,
Palms for Sailors,
Pins Paper and Quills, Planes, Pipes,
Pickles in Boxes, Pots Iron, Paints
Paper stained, Prunes, Porter, Pepper,
Pork in Barrels, Prussian Blue,
Pocket Looking-glasses,
Ribbons, Ratteens, Ravensduck,
Raisins, Romalls, Rosin,
Silks and satins plain and flowered
Sizars, Sheeting white and brown,
Steels fire, Saws Cooper's, Strouds,
Sail Cloth, Shoes of all Sorts,
Saddles Men's and Women's,
Sail Twine, Seal Twine, Shrub,
Snuff, Salt, Scythes, Soap Castille,
Steel, Sugar in Loaves, Shot,
Skellets, Staves, Sheeting Russia,
Sarges embos'd and plain,
Swan Skins, Shags, Sewing-silk,
Shaloons, Saws for Mills and Pits,
Starrets,
Twine for Salmon and Seal Nets,
Thread all Sorts, Tycks, Tweelings
Tickenburghs, Taffaties, Tumblers.
Toile de Sac, Tar,
Tobacco carrot and cut. Vinegar,
Wax, Wick Cotton,
Wines, Whale Lines,

E

Quebec Gazette, July 7, 1766

To be sold at HENRY BOONE'S, in the Lower-Town

A Quantity of fine London Porter Hogshead or smaller Casks:— Also a large assortment of Hats, consisting of very fine Beavers, which are warranted to be made entirely of Beaver, cock'd in the most genteelest Taste, and peculiarly suitable for the Gentlemen of the army; also Half Beavers, Demi Castors and Felts:— The Purchasers may be assur'd of saving Twenty per *Cent.* on this Article, having a large Quantity, and imported immediately from the Manufactory in London.

F

Quebec Gazette, August 11, 1766

To be sold at PUBLICK AUCTION,

by Samuel Morin, on Tuesday Morning next, the 12th Instant, at LEAMY'S Tavern on the market-place, Lower-Town,

A Parcel of Fresh DRY Goods just imported, and very suitable for the Trade of this Country; consisting of Printed Cottons, Indian Brass Kettles, Indian Beads well assorted, Copper Tea-kettles, Coffee-mills, various Kinds of Hosiery, Scythes, Sicles Linens, Ironmongery, Cutlery, Buttons lackquer'd and gilt, Horn Buttons, Rappee Snuff and Snuffboxes; Stock-locks, Brass Knobs, ditto Hinges, with many other valuable Articles too tedious to mention.

Sale to begin at 10 o'clock precisely, and continue every Day till all is sold.

Quebec, August 9, 1766.

G

Quebec Gazette, December 27, 1770

TO BE SOLD BY JOHN LEES, in the Lower-Town,

Choice *French Brandy* in Cags of 5 and 6 Gallons, at 5s. *per Gallon;*
Ditto Jamaica Spirits in Ditto, at 4s. Ditto.
Best Currants (on taking 12 Pounds together) at 5d per Pound.
Best Raisins, ditto at 5d. per Ditto.
Superfine New York Flour in Barrels, at 13*s.* 6*d. per Hundred.*
Superfine Hyson Tea, at 16*s.* 6*d. per Pound.*
Sole and Upper-Leather

Good hard soap in boxes with a few remaining articles of dry goods, that will be sold on very reasonable terms for cash or short credit.

H

Quebec Gazette, Jan. 2, 1783

Quebec, 1st. January, 1783

For Sale by JOHN ANTROBUS,

Old Red Port Wine (of excellent quality) in bottles, at 28s per dozen;

Bacon Hams	ditto	at 11d. per pound;
Pork	ditto	at 20 dollars per barrel
Butter	ditto	at 11d. per pound;

About 12000 minots of Salt of different kinds, which he will sell together at a very reasonable price, or in parcels at 6s. 6., 7s. and 7s. 6d according to quality.

N.B. A large deduction will be made for ready money.

PRICE FIXING

Quebec Gazette, Thursday October 11, 1764

An ordinance

When the price of wheaten Flour is at, or under Fourteen shillings The 112 lbs Avoirdupoize, the sixpenny Loaf of the same shall weigh Avoirdupoize

	lb.	oz.
	4	0
ditto Brown Loaf	6	0

and in that proportion, less or more when the price of wheaten Flour is dearer or cheaper than the above price of Fourteen shillings per 112 lbs.

Quebec Gazette, THURSDAY the 3d of January, 1765

ASSIZE of bread, middle Price of Wheaten Flour being 14s. per 112 lbs.

	Avoirdupoize
Sixpenny Loaf, white	4 lbs 0 oz.
Sixpenny Loaf, White	4 lbs 0 oz

Quebec Gazette, Aug 13, 1767

ASSIZE of BREAD, published August 10th, 1767.

Price of fine Flour being at 15s. Halifax per 112 lbs. and coarse at 12s. 6d. Six Penny white Loaf to weigh 4 lbs. Ditto brown 5 lbs.

Quebec Gazette, May 19, 1768

Assize of Bread

The White Six-Penny Loaf to weigh Three Pounds Three Quarters. The Brown Six-Penny Loaf Five Pounds.

Assize of Bread

Quebec Gazette, Nov. 17, 1768

The White Six-Penny Loaf to weigh three pounds.
The Brown Six-Penny Loaf to weigh Four Pounds.

Published the 15th of November, 1768.

Assize of Bread

Date of paper	Date of *Assize.*	Price *White Loaf*	Price *Brown Loaf*
Montreal Oct. 16, 1783,	Oct. 6, 1783	10 pence or 20 sols 4 lbs.	11 pence or 22 sols 6 lbs.
Quebec Nov. 6, 1783,	Nov. 3, 1783	shilling l o a f 4 lbs.	shilling l o a f 5 lbs.
Montreal Nov. 27, 1783,	Nov. 3, 1783	9 pence or 18 sols 4 lbs.	10 pence or 20 sols 4 lbs.
Quebec Dec. 4, 1783,	Dec. 1, 1783	Shilling l o a f 4 lbs.	Shilling l o a f 5 lbs.
Montreal Dec. 11, 1783,	Dec. 1, 1783	10 pence half-penny or 21 sols 4 lbs.	1s. or 24 sols 6 lbs.

MONEY AND PRICES

PAPER CURRENCY AND TRADE

From Canadian Archives,*Q*,II,362.Written 1765.

The humble petition of your Majesty's most faithful and loyal subjects, British merchants and traders.

The Ancient Inhabitants of the country impoverished by the war had little left wherewith to purchase their common necessaries but a paper Currency of very doubtful value: The Indian War has suspended our Inland Trade for two years past, and both these causes united have greatly injured our commerce.

For the Redress of which we repose wholly on your Majesty, not doubting but the wisdom of your Majesty's Councils will in due time put the paper Currency into a course of certain and regular payment, and the vigour of your Majesty's Arms terminate that war by a Peace advantageous and durable. We no less rely on your Majesty for the Redress of these Grievances we suffer from the measures of Government practised in this your Majesty's Province, which are

The Deprivation of the open Trade declared by your Majesty's most gracious Proclamation, by the Appropriation of some of the most commodious Posts for the Resort of the Savages, under the Pretext of their being your Majesty's private Domain . . . . .

[Signed 21 names]

Enclosed in a letter to the Lords of Trade
dated 10th June, 1765.

MARKET PRICES

Quebec Gazette, March 15, 1770

PRICE-CURRENT, in QUEBEC,

Wheat, at 3s and 9d. per Bushel.
York Flour, at 17s per Hundred Weight
Indian Corn, at 3s. and 4d. per Bushel.
N. England Rum, at 2s. and 1d. per Gallon.
Melasses, (at 20d. per Gallon.
Salt, at 2s. per Bushel.
Beaver, at 4s. per Pound.
Rice, at 17s and 6d. per Hundred Weight
Exchange, at Eleven and one Ninth.

DEBASING THE COINAGE

A

Quebec Gazette, May 28, 1772

Extract of a letter from a Gentleman at New-York, dated the 4th of March, 1772, to his friend in Quebec.

"I think it proper to advise you to be careful in the Gold you receive, more especially Half-Johaneses and Whole Johaneses, for there is a Set of Merchants, not only here but in almost every part of this Continent, who trade to the French Islands, that dimin-

ish this Coin by filing and sweating, these they send in Quantities to the aforemention'd Islands, where they are taken by Tale and never weigh'd; of late the Operation of filing is laid aside, and but little used, because easily perceptible, and the Method of sweating adopted: To explain the Term of sweating, it's putting the Half Joes in a Chymist's Bottle, made on Purpose, with a very long Neck, fill'd with Chymical Preparation into which the Half-Johaneses are put, and that heated, takes the Gold from every Part equal and the Coin not in the least defac'd.—The Quantity generally taken from every Half-Joe is from two to three Penny Weight; more may be taken if continu'd longer in the Liquor, and the best Judge cannot perceive the Diminution but by a Scale.—This Preparation, or Liquor, is made only by the Chymists, but is as well known by those Gentry and as easily and commonly made as punch.—I will send you one done, tho I am sure you will meet with many that will go for Payment of the QUEBEC BILLS now HAWKING about here for Sale, besides there is here a Countryman of mine that has many done, and very likely he will supply your Market with some of this Honest Coin.—I think the Legislator of your Province ought to examine into this Matter. In Jamaica they have made it Felony for any one attempting to pass such Money; however, that's none of my Business, I write for your Government in your Commerce."

B

Quebec Gazette, June 18, 1772

Quebec, the 12th June, 1772

The great Quantity of Light Gold Coin lately imported into this Province, being likely to occasion great Trouble and Loss to those interested in the Trade thereof; and as it is imagined that Government cannot immediately interpose its Authority for the redress of so heavy a Grievance; The Subscribers agree to and with each other that, until some proper regulation can be established, they will receive and pay the Portugal Piece usually passing for Eight Spanish Dollars, if they weigh Eight Penny-weights and Twenty grains, there shall be five coppers deducted from the Sum said Portugal Pieces usually pass for.

[Signed by 57 names]

C

Quebec Gazette, July 23, 1772

A Meeting of the Merchants of Montreal, taking into consideration that Business had been much impeded by the light Portugal Coin, circulating in the District, came to the following Resolution, till proper Authority establishes a Regulation for the Province in general.

We the subscribers, on mature Deliberation, have unanimously consented and agreed, that we will receive in Payment the Half Johannes, weighing Nine Penny-weight, at the Rate of Eight Dollars, and for every Grain deficient of that weight, deduct five Coppers.

Montreal, the 26th June, 1772 [Signed by 54 names]

D

Quebec Gazette, Nov. 7, 1776

From LLOYD'S Evening Post of the 2d. of September last.

PRICE OF GOLD AND SILVER IN LONDON PER OUNCE

Gold in Coin, three Pounds eighteen shillings.
Ditto in Bars, three Pounds seventeen shillings and seven pence.
Silver piece of Eight, five shillings and four pence farthing.
Small piece of Ditto, five shillings and four pence farthing.
Mexico, five shillings and four pence farthing.
Ditto small, five and three pence.
Silver in Bars Stand: five shillings and five pence half-penny.

E

Quebec Gazette, Nov. 23, 1780

WHEREAS LONG COMPLAINT HAS EXISTED AMONGST the Mercantile and other people of this Province, of the Infamous, Scandalous, Ignominious & Shameful practice of Clipping, Mutilating and Debasing the Currency thereof And Whereas such disgraceful practice has more particularly of late shewn itself, in the debasement of the new Money sent last Year from England, in His Majesty's Ship the Seaford; which exceeds in some small de-

gree the Standard Weight fix'd by the Money Ordinance, pass'd in the Year 1777:—Therefore the following Subscribers wishing to bring forth lurking Perpetrators of such Villany to examplary and condign Punishment and to Hang them up to the Contempt and Detestation of their Fellow Citizens and of all good and honest Men; do hereby give notice, that they have entered into a Subscription for the purpose of raising a Fund to Reward those who will be virtuous enough to give Information of all such as either have or may dare to Clip, Mutilate or otherwise Debase the Money Current in the Province, as set forth and explained in the aforesaid Ordinance:—And as an Encouragement to those who may give such Information, every Possible Protection will be given them, and a Reward of ONE HUNDRED POUNDS, over and above the Reward given by the Ordinance, to be paid immediately, by John Cochrane, Esq; upon Conviction of the first Offender. In Witness whereof, we have hereunto set our Names.

Quebec, Nov. 13, 1780 [Signed 41 names]

BUSINESS ORGANIZATION

DEMAND FOR CAPITAL

Quebec Gazette, June 12, 1766

Wanted between this and January next

Six or Eight Hundred Dollars upon Interest and good Security, or a good Woman for a wife, of about Three or Four Cwt. French Weight: If she has Two or Three Hundred Louis d'Ors, Portuguese or Doubleloons, it matters not if she weighs but 25 to 30 wt. of any nation Avoir-du- pois; or a genteel English, Scotch, or French Girl, of middle Size and Age, fit for the Care of a House and Shop, used to Confinement and keeping of her tongue; her good Behaviour will entitle her to a House-keeper; Whether she has Money or no, if friends to succour her Well-being, either by Mortgage or Marriage, she will be made the Mistress of a quiet and settled Life at Entrance. Or any Gentleman, willing to settle himself, may, with the Advance of One Hundred Pounds and a proportionable Stock of Goods, enter into Partnership, and if he likes, become in Time the Proprietor of a good House and most advantageous Situation for Trade.—Or Merchants and Captains, having

Goods to lodge, or to leave on Terms or Commissions, &c. may have two or three Rooms up two Pair of Stairs, a good Cellar and Garret, for Lodging and Stores, the first Floor being occupied till towards the Fall.

Failure of any of the above Nicities, the Advertiser has no Objection against the Offer of a good Place in this Town's Government; but thinks it an Honour to serve and sell Tobacco and Ax-handles, &c. to merit the good will of his Crs. and Customers. For Information address to Mr. JUSTIN FRANCK, next Door to *Alexander Simpson's* Tavern, Lower-Town Market-Place, Quebec.

CREDIT AND INTERNAL TRADE

From Canadian Archives, *Ermatinger Papers,* S812.

Detroit Mr. William Shaw 12th October 1777

I received yours of the 14 September last Informing me of your intention of going to the north next year, to which purpose you send your memorandum for such goods as you thought necessary for your trade at country. I am sorry to acquaint you that I am already so deeply concerned that I would by no means chuse to form any new connections for the few goods wanting, and the quantity of cash that trade requires does by no means answer any one here as for my part I have intirely declined unless any Beginer had a sufficiency of money to replace the cash advanced which is very considerable. I will support you in your trade as much as I can for I believe you to be an Honnest man and that you will exert yourself in making me proper remittances, I also believe I remain in wishing you health and success yours . . . . . .

Detroit Mr. Gregor M. Gregor the 5th May 1777

By a letter you have wrotte to Mr. Oakes which he received a few days ago, you informed him of your having purchased the provisions he ordered you to send forward to Michilimakinac early in the spring, which order, I dare say has been executed long ere this comes to hand for amount of which Mr. Oakes will send you his draft on me, but should you rather chuse, the amount should be paid you at detroit you'll lett me know in answer, and I shall order the amount to be paid to you there, lett me know which of the two you like, or should you want goods to be shipped to you send me

your order and you may depend upon shall be executed with punctuality and on equal terms of any one here if I can tender you any serv.

THE SEARCH FOR TRADE

From Canadian Archives, *Richardson Papers.*

Dear Porteous Schenectady, Jan'y 1st 1780

Would be glad to know at your convenience, the quality of the lands on St. John's River, & what species of grain they are best adapted for -- the temperature of the climate, especially with regard to the length of the winter, the degrees of cold in do & heat in Summer -- whether the River is subject to overflowing its Banks by the melting of the snow or periodical rains: & if so, whether the houses or crops are in danger of sustaining injury—how far the river is navigable & for what craft -- If your Pine is all white, or a proportion of Pitch amongst it, & if the former bears the sizes proper for masts -- What distance from the principal River the present mills are built, & if of the Dutch or English construction -- if other Mill sites are numerous, & quantities of Timber proper for Lumber of the dif't kinds you now export accessible to them, & capable of an easy water transportation afterwards? -- Does the harbor of St. Johns freeze, or is it practicable at all seasons, & what is the depth of water? What quantity of grain & what species is it probable the Colony can export next summer or year after, with any other observations that may occur & leisure permit you to write -- From the scarcity of White Oak I should apprehend you are rather deficient in Ship timber -- Elm may do for plank that is below a Vessels light draft, & therefore always under water; for same reason it might answer for floor timbers, but I should think improper for 4/5 of what a Vessel requires . . . . . .

JOHN RICHARDSON

PROTECTION AGAINST FIRE

A

From Canadian Archives, *Q*,VI,30.Written 1768.

Know ye, that I being well assured of the Integrity Diligence and ability of John Franks, of the City of Quebec Gentleman have con-

stituted and appointed and by these present letters Do constitute and appoint him the said John Franks to be Overseer of the Chimnies for the Town of Quebec with power to cause all chimnies in the said Town and suburbs thereof to be duly swept, at the times appointed in a certain ordinance of this Province, dated on the twenty third day of February in the year of Our Lord one thousand seven hundred and sixty eight intitled. "An Ordinance for preventing accident by fire by able and skilful chimney sweepers whom he shall employ for that purpose, and to take and receive to his own use the tenth part of one Spanish Dollar for every chimney he shall so cause to be swept according to the directions of an other ordinance lately passed intitled "An Ordinance to amend and enforce a former Ordinance for preventing accidents by fire". and to visit all the houses, stables and out houses in the said town and suburbs and to do and perform all the duties appointed to be done by the said latter ordinance according to the true intent and meaning of the said ordinance to have and to hold the said office of Overseer of the chimnies for the town of Quebec for and during Pleasure . . . .

Nov. 18, 1768. GUY CARLETON

B

Quebec Gazette, June 4, 1772

On Friday Evening last, a Chimney in the Lower-Town took fire, and burnt with great Violence for some Time, but was happily extinguished without doing any considerable Damage. The Alertness of the Inhabitants, in forming a Line, and handing water to the Engines, was highly commendable; and a like Conduct on any future Occasion, cannot fail of contributing to the public Safety. It ought however to be taken Notice of, that the Ladders of the House where the Fire broke out were so rotten that several Gentlemen who mounted on the Roof narrowly escaped falling to the Ground, which must at least have occasioned broken Bones; a shameful Story to be told in a Country where Ladders are so easily and reasonably purchas'd. - - It happen'd then as on some other Occasions, that many Persons carried off Buckets not their own; it is therefore thought proper to give this Public Notice, that whoever for the Future shall carry to his or their House the Buckets of another, or of those mark'd QUEBEC, as they belong to the Engines, his or their Names

shall be published in the Gazette, as they justly deserve; and to prevent involuntary Mistakes, it is recommended that every Owner of Buckets get them mark'd with Oil Colors, which cannot easily be taken out.

MARKETING

A

Quebec Gazette, May 16, 1765

Regulations for the Market, May 10, 1765.

ORDERED, that all kinds of Provisions, viz, Beef, Pork, Veal, Mutton, Lamb, Fowles, Eggs, Butter, Cheese, Flour in Bags, and Fish, shall be brought to, and sold in the publick, Market-places in Quebec, and no where else, under a Penalty of Twenty Shillings to the Seller thereof, and forfeiture of the Provisions by the Person in whose Possession such Provisions may be found, half for the Use of the Informer, and half for the use of the Poor.

That no Butcher presume to occupy his Calling, under a Penalty of Five Pounds without a Certificate from the Clerk of the Market (to be given gratis).

That the Clerk of the Market be permitted to erect Sheds, Stalls Bulks, or Shambles, for the Convenience of Butchers and others, they paying a moderate Allowance for the same; the Clerk to be obliged to keep Weights and Measures in said Markets, and to be paid for the use thereof in a reasonable manner:

Such Persons as have carts, Carioles, or other Carriages in the Markets, to pay a Consideration for the Ground they occupy to defray the Clerk of the Market's Expence in keeping the Market's clean; and that such Allowances be fixed by the Justice of the peace at the Quarter-Sessions.

That Potatoes, Onions, Turnips, or other Roots, to be Sold by the Bushel, heaped.

That every Bundle of Hay shall weigh Fifteen Pounds.

That the weight of all Kinds of Provisions, and the Measure of Roots be ascertained by the Clerk of the Market, or his Deputy.

B

From Canadian Archives, *C.O.42*,III,63-65. Dated 1764.

An Ordinance to prevent forestalling the markets and Frauds by Butchers etc.

Whereas quantities of Live stock, Fresh Provisions and other Articles are daily brought from the country by land and water into the Towns of Quebec, Montreal and Trois Rivieres; and divers Butchers and other persons make a practice of ingrossing the same, immediately upon the arrival thereof, to the great prejudice of the inhabitants.

.....Doth hereby Ordain and Declare, that all kinds of Live Stock (Oxen and sheep excepted) all Dead fresh Provisions, grain, Hay, Roots or garden stuff, which shall be brought to the said Towns of Quebec Montreal and Trois Rivieres, after the Publication hereof, shall by the proprietors thereof, be brought to the Publick market place, and there openly exposed to sale, at or after the hour of six of the clock before noon, but not before that hour, from the first of May to the first of October, and at eight of the clock, and not before, from the first of October to the first of May; and no such Live Stock or Dead fresh Provisions whatsoever, grain, hay, Roots or garden stuff shall (during the space of three hours in the winter, and four hours in the summer season) be sold or contracted for in gross, or to, or with any person or persons, whatsoever, more than is reasonably necessary for the use of His or their Families, on Penalty of the Forfeiture of the article so sold bought or contracted for, or the value thereof, upon conviction by the oath of one credible Witness, before any two of his Majesty's Justices of the Peace, to be levied by Warrant of distress under the hands and Seals of the said justices, one half of which forfeitures to be to the use of the Informer, and the other half to be to the use of the poor of the place, where such Forfeitures shall be incurred. . . . . ..

And His said Excellency by and with the advice, consent and assistance aforesaid, Doth hereby further Ordain and Declare, that every Butcher and other Person, who shall kill or slaughter any Ox, Cow, Sheep, Swine, Calf, Lamb or other Cattle for sale, shall slaughter and Flea the same, in the most clean and plain manner, and shall not on any pretence raise or blow, or use any Fraudulent

or Deceitful Art to set off the same; and no Butcher or other Person shall sell, or expose to sale any cattle killed, but what shall be killed and dressed in the most plain manner, and according to the meaning of this Ordinance.

Quebec, Nov. 3, 1764. JAMES MURRAY

C

Quebec Gazette, Jan 17, 1782

Regulations for the Market

It is ordered that the following prices be paid to the clerk of the market for weighing the different articles hereafter specified and that no more or greater sum be demanded on pain of Ten Shillings.

For weighing a puncheon of Sugar, &c, above 1200Ct.	£ 0	2	0
Ditto a Tierce or Cask, &c, under 1200 Ct.	0	2	6
Ditto a Barrel	0	0	9
Ditto a large cable	0	5	0
Ditto a small Ditto	0	2	6
Ditto a bag of Flour or Biscuit	0	0	2
Ditto a quarter of beef, one tinnet of butter or one Hog, each	0	0	2

And in proportion for other things tho' not mentioned by name.

BANKRUPTCY LEGISLATION AND LITIGATION

A

From Canadian Archives, *Hardwicke Papers,* 35915,Pt. 2,258.

Quebec, March 30, 1768

One Mr. Levi Solomons, a Jew of a very good character, who in partnership with three other Jews had carried on a large trade in North America, and had been much concerned in furnishing provisions to the army, had been ruined by unavoidable accidents that befell him in the Indian war in 1762 and 1763. Most of their creditors had declared themselves ready to compound with them, and were willing to accept of a surrender of all their present remaining property in full satisfaction of their debts, though it did not amount to more than (if I remember right) seven shillings in the pound, but some of the creditors refused to consent to this proposal.

He consulted me upon this, which was the best way to come to a final settlement with all his creditors, that he might be enabled to exercise his industry again and engage in some new way of trade to get his living. I told him I thought a commission of bankrupts was the best expedient for that purpose, and that I was of opinion that the laws of England relating to bankrupts were *as much* introduced into this province *as any other parts* of the laws of England and especially as those parts relating to the equitable jurisdiction exercised by the Governour by virtue of his custody of the public seal, of which Jurisdiction there was not one word either in the Governour's commission or instructions; and that I further thought that the laws relating to bankrupts would be singularly useful in this Province. He liked the advice and got one of his creditors (who was a creditor for £1000) to petition for a commission of Bankruptcy. The Governour consulted the chief justice upon this, who approved of the measure, and he took my opinion formally in writing and after three weeks delay granted the commission under the public seal of the province. Immediately a great number of the trading people made a remonstrance to him concerning the mischiefs that would arise to trade in this province if these laws were introduced here.

F. MASERES

B

Quebec Gazette, February 4, 1768

If a merchant's Character is ever so slightly blasted, unless he has a considerable Capital, the smallest Loss on such an Occasion would be 5 or £600 Halifax, besides the accidental one's that every man in business is liable to. Pray how many Merchants are there here who could support it? Consider but how small our Profits are upon Goods, the length of Time before the Capital re-enters, without our receiving any Interest, even for the time they remain unpaid after due, and on which we have but a small Profit, the Dearness of all Necessaries, the Great Losses we have sustained on our Returns of Peltries, the high Exchange between this Place and London, the uncommon Scarcity of money, of which we can scarcely scramble enough together to make a few small remittances (that our Creditors

mayn't lose all Patience) and palm the Lawyers with, without which they would not carry on the Suits into which we are forced, by the Spirit of Litigiousness which is so *happily* spread throughout this Colony. If you consider all this, I say, what end will it answer to introduce this law? [bankruptcy law] The Shop-keepers who are in our Debt, so soon as their Notes are expired, for fear of being prosecuted, will immediately sell the very Goods they bought of us or any one else, at 35 or 40 per cent. Advance at Public Sale, 10 or 20 per cent. under prime cost at London, in order to get in Money, and will pay their Notes first due; but when you come to settle with them they'll turn Bankrupts, ruin us, and we shall do the same by the Merchants in London, and by our connections being intermixed, we shall ruin one-another, and at last we shall have a general Bankruptcy. A. S.

C

Quebec Gazette, December 17, 1767

A short view of the laws of England now in Force relating to Bankrupts.

The first Objection seems to be this: "The Merchants of London will not send Goods to the Merchants of Quebec when this Law is introduced, because they will be afraid that some other Creditors of their Correspondents residing at Quebec will take out Commissions of Bankruptcy against them, and thereby suddenly put a Stop to their Trade and Industry, and deprive them of the Means of becoming able to pay their Debts."

In Answer to this Objection, it may be observed, that when a Merchant of London consigns Goods to a Merchant of Quebec, he supposes him to be a solvent Man, and likely to continue so and therefore never thinks about the Statutes of Bankrupts, which can take Place only with Respect to insolvent Persons.

The third objection is, "That the Bankrupt's Effects will be sold to Loss, by being sold too suddenly." The answer to this Objection is, that they need not be sold suddenly unless the Assignees think fit. It will always be in the Power of the Assignees at least with the Consent of the Creditors, to put off the Sale of them for Half a Year or a year, till a more convenient Opportunity offers for selling them to Advantage.

The fourth and last Objection is, "That the Attendance upon Assigneeships would take up too much of the Merchant's Time, and the Expense attending Commissions of Bankrupts will be too heavy a Tax upon Trade." I believe that the Expense of a Commission of Bankrupts in this Province will not usually exceed £50, which in Bankruptcies, for large Sums, is a mere Trifle.

[F. MASERES]

D

From Canadian Archives, *Hardwicke Papers,* 35915,Pt.2,266-269.

Quebec, April 2, 1768

But there is a further reason to be given why they should be introduced, which seems to me of great importance, and which I thought of too delicate and dangerous a nature to be made public in the gazette. It is the doubtfulness of the legal validity of assignments of a debtor's effects made to trustees for the benefit of his creditors without the help of the bankrupt laws. Now these assignments are frequently made in this province; and if they should be deemed to be invalid would infinitely increase the confusions amongst the mercantile inhabitants arising from the great decay of trade . . . . . .

These assignments may be of three kinds. In the 1st place, if a merchant called A is indebted to five several persons, B, C, D, E, and F, and becomes unable to pay all of them the whole of their debts, and is thereupon desirous to pay all of them an equal proportion of their said debts by assigning his whole property to trustees for the payment of them in proportion to their respective quantities, and hopes in consequence of such a fair surrender of his effects, to get a full discharge from his creditors from all demands upon him hereafter for the remaining part of their said debts, (which is the case in which these assignments are usually made) he may ask such an assignment by the consent of every one of his five creditors, B, C, D, E, F, expressed in a deed sealed and delivered by them for that purpose, and such an assignment will I presume, be undoubtedly valid, and can never be set aside as fraudulent, because all the creditors will have given their full consent to it.

But 2ndly, suppose the assignment is made with the consent of only four of the creditors, to wit, B, C, D, and E, and F, stands out

and insists upon being paid his whole debt; and yet that, not withstanding F's obstinacy the assignment is expressed to be made in trust for the proportional payment of all A's debts, including that of F the dissenting creditor as well as those of the creditors that have consented. Then the question is whether this assignment shall be considered as a lawful valid assignment of A's effects to the trustee, whom we will call I, or whether it may be set aside as fraudulent with respect to F, so that F, by suing A after the assignment made, and getting a judgment and execution by writ of Fieri facias against him, may have execution of his goods in the hands of I, as being still the goods of A not withstanding the assignment made of them to I before the action brought. Now as to this I can form no satisfactory opinion, I have indeed once given it in writing as my opinion, but with some expressions of doubt, that such an assignment would be good, because it was made with a just and honest intention to pay all the creditors an equal proportion of their debts, and not with a design to defraud any of them. This opinion I *wished* to be true, in order to prevent confusion in the province, but I am sensible it may be said that whatever tends to deprive a man of a legal right may be considered as fraudulent with respect to the person whom it tends to deprive of such right -- That F has a legal right to sue A. for the *whole* of his debt and to get execution for the whole against A's effects, if he is more active in his prosecution than his brother creditors, and that A's inability to pay his other creditors is no reason that he should not pay him, that therefore the assignment of A's effects to I in trust for the payment of all A's creditors in proportion to their respective debts tends to deprive F. of this legal right, and consequently is fraudulent with respect to him in a legal sense (though in a moral view very commendable) and therefore may be set aside with respect to F. and F. may have execution against the goods in the hands of I, as being still A's goods notwithstanding the assignment. This reasoning is at least plausible. So much so that I don't well know how to answer it -- and if it be allowed to be true, most of the assignments made in this province will be affected by it, as there are few in which *all* creditors have given their previous consent to them.

Thirdly, if the assignment to I is made for the benefit of only such of the creditors as shall sign it, in order to compel the outstanding

creditors to give their consent to it, which I have understood to be the case in some of these assignments, in this case the reason for supposing the assignment fraudulent and consequently void with respect to F, the outstanding creditor, is much stronger, and indeed so strong that I can hardly doubt of it, Nay, I should incline to think them void more with respect to those creditors who, through a sort of compulsion arising from the fear of not being paid any part of their debts, are induced to sign the deed of assignment, or consent, or declaration of trust, after the effects are actually assigned. Now you will observe that, if these two latter assignments are not valid in law with respect to the outstanding creditors, there is no safe and convenient way left without the help of a commission of bankruptcy for settling the affairs of an insolvent trader; the terrible inconvenience of which I need not point out to you.
To Fowley Walker.

F. MASERES

DIFFICULTIES OF TRANSACTING BUSINESS

A

From Canadian Archives, *Q*,VII,7-8.

Quebec, 28th March, 1770

Your Lordship has been already informed, that the Protestants who have settled or rather sojourned here since the conquest, are composed only of Traders, disbanded Soldiers, and officers, the latter, one or two excepted, below the Rank of Captain; of those in the Commission of the Peace, such as prospered in Business, could not give up their Time to sit as Judges, and when several from Accidents and ill-judged Undertakings, became Bankrupts, they naturally sought to repair their broken Fortunes at the Expence of the People; Hence a Variety of schemes to increase the Business and their own Emoluments, Bailiffs, of their own creation, mostly French soldiers, either disbanded, or Deserters dispersed through the Parishes with blank citations, catching at every little Feud or Dissension among the people, exciting them on to their Ruin, and in a manner forcing them to litigate, what, if left to themselves, might have been easily accomodated, putting them to extravagant costs for the Recovery of very small sums, their lands, at a time there is

the greatest scarcity of money, and consequently but few Purchasers, exposed to hasty sales for payment of the most trifling drafts, and the money arising from these sales consumed in exorbitant Fees, while the creditors reap little Benefit from the Destruction of their unfortunate Debtors; This, My Lord, is but a very faint sketch of the distresses of the Canadians, and the cause of much Reproach to our National justice, and the King's Government.

The Earl of Hillsborough. GUY CARLETON

B

From Canadian Archives, *Q*,VIII,161.

Quebec, 25th July, 1772.

The confusion and Perplexity of the Laws, the dilatory Proceedings of our courts on Justice, the expence attending them, and the disagreeable necessity, they lye under, of the matters most interesting to them being there discussed in a Language they do not understand, are the chief Subjects, upon which they have hitherto complained.

Earl of Hillsborough. H. T. CRAMAHÉ

LVI

PUBLIC FINANCE

Following the Conquest the main features of the French revenue system were adopted by the English. Protests were made by the merchants against regulations which prevented them from competing with the other colonies. The disputes between the merchants of London favouring the mercantile policy and the Canadian industrialist begin at an early date. So too the demand for control over taxation by the creation of an Assembly marked the beginning of the long struggle which ended shortly before Confederation.

TAXATION

Quebec Gazette, July 26, 1764

WHEREAS it is just and necessary, that a Revenue be raised in America, for defraying the Expences of defending and protecting, and securing the same:—From and after 29 Sept. 1764, the following Rates and Duties shall take place on the several Species of

Foreign Goods, here enumerated, imported into any of his Majesty's Plantations in America; viz.

On Foreign white or clayed Sugars, £1. 2s per cwt. (instead of 5s.) Indigo 6d. per lb. (instead of 2d) Coffee £2. 19s. 9d; per cwt. - - Madeira Wine £7. per ton. - - Portugal and Spanish Wines 10s. per ton. - - Wrought Silks, Bengals and Stuffs, mixt with Silks or Herba, 2s. per lb. Calicoes 2s. 6d. per Piece, Cambricks 3s. per piece, French Lawns 3s per piece. - - Coffee and Pimento, of the Growth of the British Colonies, imported from thence to other Places, except Great-Britain, Coffee 7s. per Cwt. Pimento (Jamaica Pepper) 2d. per lb. - - The Act 6 George II. (for the better securing and encouraging the Trade of his Majesty's Sugar Colonies in America) shall continue in Force till the 30th of Sept. 1764; after which it shall be perpetual subject to the alterations following:--Foreign Molasses and Syrups imported into the British Colonies, shall pay 3d. per Gallon (instead of 6d. as heretofore, which was seldom or never paid: But much of those Commodities daily smuggled).

The Monies arising by the several Duties before granted, and upon Sugars, &c. shall be paid into the Exchequer; and be reserved towards defraying the charges of protecting the British Colonies in America.--The Exporter of Wines from this Kingdom to the British Colonies in America, shall be paid a Drawback of the Duties on Importation; except £3. 10s per Ton, granted by an Act of the last Session. -- No part of the old Subsidy shall be repaid for any Foreign Goods exported as aforesaid; except for wines, white Calicoes, and Muslins; and upon the Exportation of white Calicoes or Muslins, neither the Moiety of the old subsidy, nor the third part of the net Duties thereon, granted by Act 11 and 12 William III. and 3 and 4 Annae, shall be repaid, but until 1 march, 1765, upon Exportation of such white Calicoes and Muslins, as were sold on or before the 25th March preceeding, at the India House, the same Drawbacks shall be allowed as are now payable.

Foreign Rum or Spirits imported into any of the British Plantations in America, shall be forfeited, together with the Vessel, &c. (They were, before, allowed to be imported on paying 9d. per Gallon.)

DEMANDS FOR REVISION OF FRENCH TAXES

From Canadian Archives, *Hardwicke Papers,* 35915,Pt.1,170.

The traffic with the savages for skins in Exchange for British manufactures is the chief source of the trade of Canada these traders are already under very many disadvantages in carrying on this commerce, the smallest increase of them will totally ruin the same.

When Canada was under the Dominion of France the English Colonists were excluded trading with the North West Indians, this confined the three fourths of the trade in the hands of the Canadians and enabled them to pay this duty of 3 p. cent, but as the other Colonies do now share in this trade with those of Quebec if the latter are obliged to pay 3 p. cent on such British manufactures as the Indians want and 3 p. cent or more on the furs and skins they export to England to pay for these manufactures when the other Colonies pay neither dutys of export or import, this added to the superior advantages the other Colonies have over this of Quebec will exclude us from any share in this or any other trade.

To Fowler Walker.

Endorsed--Reasons against imposing the tax of 3% on the trade of Quebec.

REVENUES

A

From Canadian Archives, *Dartmouth Papers,*V,2259. Written 1765.

As to the Revenues The Actual Revenues consist of 1st, the Farm of the Posts at Tadoussac etc, I apprehend the Government has not yet explained it's Intentions with regard to these Posts, whether they are to continue Farmed under the Present or a fresh lease, or whether they are to be laid open.

2dly the Quit Rents--The old Quit Rents are so trifling they used to be collected but every 28 or 29 years. The lands granted since the Cession are exempted from paying Quit Rents for ten years.

3dly The Lots et Ventes; This is a Casual Revenue, and must yield considerably more for this year or two, while the Emigration takes place, than when the Province becomes more settled.

4thly The Duty on Rum and all other Spirits, except British Brandy, levied since the beginning of 1761.---

London, 24th August 1765. H. T. CRAMAHÉ

B

From Canadian Archives,*Q*,III,189.

A PROCLAMATION

And whereas the Right Honorable the Lords Commissioners of his Majesty's Treasury have by their Instructions dated at the Treasury Chambers at Whitehall the tenth Day of March last, directed to Thomas Mills Esq. His Majesty's Receiver General and Collector of all his Revenues in the Province of Quebec etc. to receive and collect all such duties and Revenues, as were collected in this Colony, while under the Dominion of the French King to be applied to defray the charges of the Civil government thereof and whereas the following duties were collected and paid, whilst this Province was under the Dominion of the French King, that is to say.

	Liv.	Sol.	Money Sterling £	s.	d.
Wine by the Hogshead, ...	12	0	0	10	0
Rum by Ditto	24	0	1	0	0
Brandy, whether English or French, or from whatever Port it comes, for the Velt, or Measure of 2 Gallons	1	4	0	1	0
Ordinary wine bottled, per Bottle, ...	0	1	0	0	0½
Bottled Sweet Wine, per Bottle, ...	0	3	0	0	1½
Eau de Vie Liqueur, per Gallon, ...	0	10	0	0	5
Dry Goods imported 3 p. cent on their valuation					
Dry Goods exported a duty of 3 p. cent July, 3, 1766.					

EFFECTS OF TAX ON BRANDY

Quebec Gazette, August 25, 1766.

Extract of a letter from Quebec dated the 15th of August to a friend in Montreal.

First of all, I apprehend, that on Account of this Impost of Three per cent. on the Imports and Exports of this Colony, our Fellow-Subjects in the neighbouring colonies who do not belong to this Government, will have an Advantage over us, by means of which they will be able to sell their Peltries in London Six per cent cheaper than we can afford to sell ours, this is a dead Loss to the

Colony, which we may add to the Insufficiency of the Exports to pay (as I already mentioned to you) above One Third of the necessary Imports. On the other Hand,you may well judge, Sir, that the Inhabitants of this Province, not only in Order to avoid the Payment of the Duty of four pence Sterling per Gallon on Brandy, but even thro' the mere want of being able to do better, will not fail to make brandy themselves, instead of exporting their Grain, so that this Branch of Trade will be lost to Great-Britain, without any Hope of ever being able to recover it, which will be so far an Advantage to this Colony, that their Brandy will turn out much cheaper than that imported. This you will easily believe, when you come to consider, that the annual Consumption of this Article in the Colony amounts to 180,000 Gallons, which, at the common Price of Two Shillings and Six-pence per Gallon, cost £22,500 Sterling; and when the Harvest turns out plentiful the Colony is commonly able to export annually, 120,000 Bushels of Wheat, which is commonly sold at about Two Shillings and Six per Bushel: Half of this Quantity of Grain will be sufficient for making a quantity of Brandy sufficient for the Consumption of the Colony; those 60,000 Bushels of wheat, at Two Shillings and Six-pence per Bushel, will cost but £7,500, so that the colony will save annually £15,000 Sterling, which will help to fill up part of the Deficiency of the Products: I am even surprised that our Colonists have not ere now attended to this Matter, but it will be better late than never.

Your real friend.

DEMANDS FOR REVENUE

From Canadian Archives, *Q*,V,302-303.

Quebec, the 10th December, 1767

When the particular circumstances of this country are taken into consideration, the ruinous condition of all the Publick Buildings, which require an immediate and very large repair: The necessity, by Premiums and encouragements, to excite the Industry of the Inhabitants, and to engage them to improve in the culture of Grain, Hemp, Flax, and Pot Ash, the only articles they can furnish to repay the large Ballance owing by them at present to the mother country: The Distress of many of the Individuals, by the unavoidable calamities of war, (as well as the want of Industry among the

people) which call aloud for help, never withheld from such Objects under their former Government, and for which, since the repeal of the Ordinance for Licencing Publick Houses, there is no Fund at all; The necessity of establishing granaries at Quebec and Montreal, in Order to put the Province out of all Danger of Famine; to which, from the Peculiarity of its situation, and severity of the climate, it is too liable; without saying a word about the Fortifications: in a word, there is so much to be done, that was the Revenue much larger, there would be ample room for employing the same in Improvements, as Beneficial to Great Britain, as to the country itself.

Since the conquest of this Province, her commerce, forced out of it's usual and established Channel, has not yet settled into such a regular and uniform Course, as to allow of fixing her consumption of those commodities, upon which Taxes, with the least Inconveniency can be laid, with any kind of Precision; The Inclosed accounts will show, what the Imports of the Several articles, proposed for Taxation, amount to for three years past; The most certain Revenue that can be raised, is undoubtedly upon spirits, of which the Inhabitants are in the custom to consume a considerable Quantity: From the high price of grain in England, which has raised the price of British Spirits, and the bad quality of those imported, the people here have taken such a Distaste thereat, that the Colonies upon the Continent have been enabled to drive here a very gainfull trade by vast importations of Rum, of their own manufacturing, and vending the produce of the West India Islands, on which they get considerable Profits: The more detrimental to this country, that they drain it of the species, as in Return they take nothing else, except Bills of Exchange.

The Sec'y of the Treasury. GUY CARLETON

THE KING'S POSTS

A

From Canadian Archives, *Q*.III,290. Written 1766.

Les Postes et Traittes du Roy, communement appelez les Traittes de Tadoussac, prennent au Cap aux oyes, joignant aux Boulemonts at sesuivent le long du fleuve du coste du nord jusqu'au cap des corps morans a quinze au des sous des sept Isles.

La malbaye a ete achetee par mon Pere. Il'y a environ 30 a 35 ans, des Messieur harens a qui elle appartenoit 25000 lb pour le compte du Roy, dans la vie que ces fermes fourniroient aux differens Postes Etably les farines, Lards, Baufre, Beurres, graisses et planches dont ils auroient besoin. La crainte que les proprietaires de cette seigueurie, ne firent la traitte avec les Sauvages des Postes ayant a la malbaye une petite Riviere communiquant a celle du Saguenay, a ete un dits principaux motifs pour l'acheter elle a depuis fait partie des postes et traittes du Roy, et a Toujours beaucoup faciliter leur Exploitation.

Quebec le 13 Octobre, 1766. F. L. CUGNET

B

From Canadian Archives, *C.O.42*,VI,123-125. Written 1767.

State of the posts of the king's domain in Canada.

That the country those Indians inhabit being altogether incapable of cultivation and the hunting season lasting but for about six months of the year, they are reduced to almost an entire dependence the rest of the time on the supplys brought them by the persons farming the Posts. It is well known that all savage people are naturally indolent and calculate only for the present moment, and were they indulged at pleasure with spirituous liquors to which they are unconquerably addicted and which the introducing a general trade among them must inevitably occasion from the natural competition that would arise among contending adventurers they would in a few days perhaps often in a few hours consume the whole produce of their years labour, and on the approach of the vigorous winter finding themselves, Wives, 4 children, naked, destitute and exposed to all the miserys of that climate would wreck their vengeance indiscriminately on the first Europeans or other white people they met as the immediate authors of their misfortune. To prevent these impending consequences which were seen and proved by many examples to be inseparable the French who more than any other nation seem to have study'd the temper and genius of the Indians adopted the plan of farming out the posts and it is plain they succeeded in it. Clerks or Factors were established at the different Posts to supply the

Savages with what their necessitys reasonably required, rates were fixed for the Trade -- When an Indian family came to a Post, whether they had been successful in their hunting or had nothing to exchange they were supplyd with necessarys until the chance of the hunt should enable him to pay and in cases of sickness or death their wives were maintained and supported until capable to provide for themselves. This created the strongest tyes of gratitude friendship and interest in both partys. The Indian was spurr'd to industry and eagerly pursued the most probable means of obtaining wherewith to repay his Benefactor, and to fit himself and family out anew for another season. The merchant farming the Posts his agents or Factors on the other hand were bound by interest to supply the Indian, to keep him sober and support him in distress as the only means to recover his property, for if the poor savage is abandoned in the hour of want, or dyes by means of intoxication, as he leaves no property behind him so the merchant loses his debt. By this friendly intercourse, By this fatherly treatment of the Indians, which the French have alwise found it their interest to practice and encourage, the Indians saw the exchange or Traffick they made with the eyes of sober reflection, looked forward with joy for the returning season of meeting with the Trader whom they considered as their Father friend and Benefactor, were pleased upon a re-view of their past transactions, and formed in the course of them such an attachment to the Trader and the nation to which he belonged as neither time, change of power the adress of the English nor any other consideration could efface . . . . . By this system of management the affections of the Indians were also [attached] to the Crown without any expence to government besides a clear revenue arising to the King -- By laying them open even the lowest of the people whose credit may extend to a cask of spirits will have access to them and take advantage of their simplicity, all those salutary purposes above mentioned will be frustrated, for it is irreconcileable to reason and the nature of things, that it can consist with the interest of any individual to keep large storehouses with quantitys of provisions and merchandize for the supply of the Indians without being assured of the produce of their hunting to pay the expence which cannot be while he is liable to be robbed of his returns by the first stragler who is wicked enough to intercept the Indian on his way to his Post and by alluring him with liquor de-

prive the Indian of a future Credit and yet without such a sure and permanent resource of a fixed storehouse, the savages must often perish in numbers from mere want, so that in a little time almost the whole of the trade to the Domain will be confined to selling spirits to the Indians which from the contiguity of the Posts to the inhabited parts of the Province will be utterly impossible to hinder the lower sort of people from carrying among them.

May the 26th, 1767.

JAMES MURRAY

IMPERIAL PREFERENCE

Quebec Gazette, Feb. 9, 1769

PUBLIC NOTICE IS HEREBY GIVEN, THAT, IN pursuance of Orders lately received in this Behalf, by the Receiver-General of this Province, from the Lords Commissioners of His Majesty's Treasury, the said Receiver-General proposes to demand and collect from all Vessels that shall arrive in this Port, this ensuing Season, a Duty of,

Ten Shillings Sterling per Hogshead upon Wine.
Twenty Shillings Sterling per Hogshead upon Rum.
One Shilling per Velte, or Measure of Two Gallons, upon Brandy
One half-penny Sterling per bottle of ordinary Wine.
Three Half-pence Sterling per Bottle of sweet Wine.
Five Pence Sterling per Gallon upon Eau de Vie de Liqueur.
And Three Farthings Sterling per Pound on all Tobacco and snuff

But upon all British Brandies and other Spirits imported in Vessels from Great-Britain and being the Manufacture thereof, only one Half of the aforesaid Duty, which was levied by the French Government, in the year 1757, on Brandies and Spirits of the like Quality imported into Canada, is to be demanded and Collected; His Majesty being Graciously Pleased to remit one Moiety of the Duties on British Brandies and Spirits, and the whole of the Duties on Dry Goods imported and exported, except the Duty on Tobacco and Snuff imported, as well in Tenderness to His Subjects in the Province of Quebec, as in favour of the Manufactures of Great-Britain.

THE PROBLEM OF EXTORTIONATE FEES

From Canadian Archives, *Q*,XI,124-125.

It is a misfortune attending the King's Service in this part of the world, that the inferior officers of government proud of the superior Weight and influence of the Boards, from whence their commissions issue, and relying for Protection upon their Correspondents on the spot, almost lose every idea of that subordination so essential to good order; these Gentlemen, tho' it is their particular Duty, as the King's Servants, to support his Government, and the measures of administration, are for the most part cold, and at best neutral, even where the most important interests of Great Britain are in Question, too many of them are greedy enough of Gain, and warm in the cause of Fees, Perquisites, and presents, they provoke the murmurs of the people by an uncontrolled Rapine, and then clamour or encourage every sort of opposition to whoever attempts to curb their voracious appetite.

So much of our situation I thought necessary to trouble the Lords Commissioners of His Majesty's Treasury with, in Hopes they may see how necessary it is to settle this matter of fees for the officers of the customs, and give final orders thereupon never doubting but they will prove such as may prevent abuses, secure justice to the Individuals and promote the King's Service, and while extortion is firmly guarded against, I shall also hope, that if such reasonable Fees, as our Trade can bear, considering the many Disadvantages it labours under, particularly that of a six months Interruption from a very severe winter, shall be found not to afford a sufficient maintenance for those Gentlemen upon their present salaries, such an Increase of Salary will be allowed, as may enable them to live suitably to their respective stations, that they be not tempted to exert their wits in the extension of their Emoluments, in a manner, neither creditable to themselves, nor beneficial to the Public.

G. C.

Copy of a letter from General Carleton to John Robinson, Esq. Sec'y of the Treasury, 12 January, 1775.

LOTTERY AS A MUNICIPAL TAX

Quebec Gazette, May 8, 1783

LOTTERY

FOR BUILDING A PRISON FOR THE TOWN AND DISTRICT OF Montreal, pursuant to an Ordinance of the Governor and Legislative Council of this Province passed in the twenty-third year of His Majesty's reign

THE SCHEME

13,000 Tickets	at 46s. 8d.			£30,333	6 8
1	of		850		
2	of	425	850		
4	of	255	1020		
5	of	170	850		
20	of	85	1700		
40	of	42 10	1700		
80	of	17	1360		
150	of	8 10	1275		
4025	of	4	16100		
4327 Prizes			25705		
First Drawn			39 3 4		
Last Drawn			39 3 4		
8673 Blanks					
13,000 Tickets			25783 6 8		
Deduction 15%			550		
				30,333	6 8

Only Two Blanks to a Prize.

The Lottery to begin drawing on the third of February, 1784, or the money returned on giving up the Tickets, without deduction.

Tickets to be had at Mr. Gray's, at Montreal, and paid for on delivery.

THE MERCANTILE POLICY

Quebec Gazette, September 15, 1766

Copy of a letter from the Committee of Merchants in London to the Merchants of Quebec dated June 13, 1776.

The consideration that every Degree of Intercourse between the British Colonies and the Manufacturing Countries of Europe, tends to strengthen their Navigation, and encrease their Manufactures at the Expence of our own, will, we are sure, be a sufficient Motive to engage you heartily to carry into Execution the Clause of the Regulation Act, inhibiting that Intercourse; this may effectually be done, if such Trade is held, by the principal Merchants among you to be dishonorable, the Laws of Reputation being stronger than any other, and we flatter ourselves that your friends here, will not, on any future Occasion, be made to blush, by Instances of its Violation. - - - -

And we beg leave to recommend your avoiding hereafter any Applications, which may be construed into the most distant Means of interfering with the Manufactures of the Mother country, either by furnishing her Rivals with raw Materials, or by the Public Encouragement of similar Manufactures among yourselves, no small Strength having arisen to your Opponents, during the late Struggles from each of those Topics- - - -In a word, the system of Great Britain is to promote a Mutual Interest by supplying the Colonies with her Manufactures, by encouraging them to raise and receiving from them all raw materials, and by granting the largest Extension to every Branch of their Trade not interfering with her own.

[The above letter was signed by 48 principal merchants trading to North America.]

ANTI-MERCANTILISTS IN THE COLONY

Quebec Gazette, September 8, 1766

Copy of a letter from Quebec dated the 30th of August 1766 *to a Friend at Montreal.*

I shall reduce the pesent consumption to 4,000,000 Livres Tournois, making about £160000 Sterling, tho' the Goods we now get from England are much dearer than those we formerly had from

France and as, by the Re-establishment of Peace, Population is not less than it formerly was, it necessarily ensues that the same Calls for Consumption should still subsist. I am persuaded that on a Calculation of the Prices of Goods imported, it will be found that the present consumption is less by more than one third part, than that in former years. I only make this observation to show you that the inhabitants of this Colony, instead of running into Luxury are reduced so as to confine themselves to the bare necessaries of Life, and unable to pay for those same, because, supposing the annual Exports to be as large as they formerly were in the best years, we shall still be far from ballancing Accounts; One Million and an half cannot pay four Millions. However, as I am resolved to leave you no Room for a Reply, I shall suppose, tho' our Neighbours now share in our Fur Trade, tho' the Price of this Article is fallen in London, and tho' we are deprived of the Resource of our fishing trade on the Labrador Coast, I shall suppose, I say, that the Value of those Branches of our Trade is the same that it was in the years herein before cited, that is to say, about £62500 Sterling: And I shall further add to them the value of 100,000 Canadian Bushels (or Minots) of wheat, which the Colony may be able annually to export in plentiful Years, which, at Two Shillings and Six-Pence per Bushel, will make about £12500 Sterling, which being added to the above Sum of £62500 Sterling, we shall have £75000 Sterling, to pay £160,000 Sterling. How then, Sir, shall we make up this Deficiency? No money is sent here to pay the Troops; our Merchants have exported all the cash we had; we have none in France: the Mother Country has got all our Canadian Paper Money at a low price, and has to herself all the profits: In fine, there is no Money laid out by the Government, to ballance the present Inability of the Colony. Reduced as we are, annually to add £85000 Sterling to our Load of Debt, can we bear Taxes, Duties and Imposts? Can we support the Charges of the Civil Administration of our Colony? That Man must be incapable of calculating, who should think us in a Condition to support those Duties or Charges.

It is however Time to resolve on something. I say, Sir, it is Time, there is not a Moment left for Hesitation, either the Mother Country must succour the Colony with the indispensable Neces-

saries of Life, or the Inhabitants of the Colony must endeavour to procure them by Industry: - - What will be our view in Manufacturing our Products? It will be to pay the mother Country what we owe her, by supplying her with Beaver Hats, instead of Beaver Furr, and by turning our other Products to the best advantage we can; by those means our capital will increase considerably, and we may in Time become able to balance Accounts.

Your Unfeigned friend

PROTEST AGAINST THE STAMP TAX

Quebec Gazette, July 28, 1766

Copy of a letter from the Merchants of Canada in answer to one received from a Committee of Merchants in London.

As we were not less sensible than our Neighbours of the ill Consequences which would have attended the Execution of that Act [Stamp Act] neither should we have been wanting in our duty to ourselves and to our Fellow-Subjects by a *Silence* on that Head, had we been under the same Advantages of Government. For it is our unanimous Opinion that no measure could be worse concerted, nor more full of fatal effects than that very Act; which appears to us to have been proposed by the Enemies both of the Colonies and of Mother Country; for as there is a natural and reciprocally convenient Connection between the Mother and her daughters whatever affects the One must necessary prejudice the Other; So, tho' we did *acquiesce* we must candidly acknowledge that it was mere Necessity and not our Inclination which induced us to a Compliance; and therefore we are not intituled to any Merit on that Score.

For a number of the Merchants in Canada

JOSEPH CAWTHORNE

AN ARGUMENT IN FAVOUR OF HOME INDUSTRY

Quebec Gazette, Quebec December 17, 1767

To the Printers.

Let us cultivate the Country, and raise Manufactories of Linen and other Merchandise we shall have enough to supply all the Inhabitants, and besides export some of them to other Countries: Or rather than erect Manufactories, at a great Expence and Osten-

tation, let us encourage the Peasants, and direct their Industry; they make their own Linen and other Merchandises, which are an Hundred Times better than our Irish linens and our English merchandises; let them be our Manufacturers; by encouraging them in the beginning they will supply us with better and more lasting Goods than those we import from Europe which are commonly falsified in a manner that deprives them of their good Quality. Let us even stop their Importation from beyond Sea, and then the inhabitants of our Towns will have Recourse to the Peasants, who, seeing that there is a Stop on that Trade, will avoid the Profuseness which has always occasioned their Ruin, and will use their Industry to bring their Merchandise to as great a Perfection as in Europe. Certain it is we don't want Materials, and that nothing is wanted but to work and improve them. But I see every one prejudiced against me for my way of thinking, and say that the Trade of the Mother Country will cease. I answer to this, that if the Mother Country is willing to support that Trade, it must then supply this Country with Cash, keep up a great number of troops, and encourage Ship-building, and other public Works, in order to enable us to pay for what is imported here. It is well known that the Peltries and Fisheries are such small Objects, that it has been a Stumbling-block to all our New Fellow Subjects who have undertaken it. This Trade, which is very casual, produces very little Profit, and since the Union of all these Colonies under the same Government, Canada produces but a very small Quantity of Peltries; the greatest Part of them go by way of New-England and very few by way of this province. - - As to the Fisheries several of those who have undertaken them have been ruined and made Bankrupts - - - We have then nothing left but the internal Produce of this Province; let us improve it. X. P.

A PETITION FOR ASSEMBLY

From *Canadian Archives, Q*,X,79.

Quebec, 15th July, 1774

His Majesty's old Subjects in this Province, tho' collected from all Parts of His extensive Dominions, have in general, at least such as intend remaining in the country, adopted American ideas in re-

gard to Taxation, and a Report, transmitted from one of their correspondents in Britain, that a Deuty upon spirits was intended to be raised here by authority of Parliament, was a principal cause of setting them upon petitioning for an Assembly, and endeavouring to engage their Fellow Subjects to join therein.

H. T. CRAMAHÉ

LVII

AN ECONOMIC AND SOCIAL SURVEY

From Canadian Archives, *Dartmouth Papers*, VI,2306,9-21.

The Lands in this province are in general very good, and yield corn of all kind, Legumes and Hay in great plenty. This last is a very necessary article for feeding their animals during the long and severe winters in Canada, when those Creatures cannot find any thing out of doors to browze upon for six Months; for this Reason on every farm great Quantities of Hay are wanted..... The Canadians within the last five or six years, have made great improvements in Agriculture, from observing the manner of tillage practised by some English settlers, and stimulated by the certain profits arising from the Benefit of a free market for their superfluities. A few Instances will illustrate this proposition. In the winter 1759 and beginning of 1760, they could not conceive what use our Troops in Quebec meant to make of the roots of Cabbages etc which they saw them preserve so carefully but were astonished in the spring to see those Roots give the very first greens in the country, and that before their cabbages plants had made their appearances; Potatoes, which were then only known to a few of the most curious, are now planted with great success on every Farm; in the small Island of Orleans alone in the year 1770, they raised more than 22,000 Bushels; this last improvement, they ow entirely to General Murray, who spared no cost nor pains to procure them seed, and to teach them the manner of planting the same. They know very little of the use of Manure for Meliorating their Land; at present every Canadian is sensible of its utility, and is as careful of it as his english neighbor. In the year 1768, they had but an indifferent crop, owing in part to a rainy Harvest: the Consequence was a scarcity of Bread through the winter, and until they were

relieved in May by the Arrival of Vessels from New York and Philadelphia, with Corn both for bread and seed; Some Wheat was brought from Albany etc. over the Lakes during the winter; The following Season being favourable; they had a plentiful crop, and were enabled to sell considerable Quantities, for which they received hard Dollars, or an equivalent to their Satisfaction. Encouraged by this, they have annually since that year, encreased their Tillage; but this year 1772 has been the most remarkable for the augmentation in sowing; For the most knowing and intelligent among them say, that last spring they sowed in general one fourth part more than ever was done for any years since the settling of the Colony. ..... They will, in all probability continue to encrease their Tillage, as many young Fellows seeing others amass wealth by this means, begin of their own accord to take up new Lands before they marry; for all the Canadians are fond of money; and there are now few among the Farmers who are diligent, who have not a Bag of Dollars locked up in their Coffers. Under their former Government agriculture laboured under some Difficulties which now exist no more Besides taking away their cattle above a certain number, as mentioned before, they annually obliged the Farmer to send into the King's Magazines, all their grain above a certain quantity. What that Quantity was, I have not been able to learn for which the Intendant fixed the price at his pleasure without any appeal. To those Magazines, every one who wanted a supply of grain before the following Harvest, was obliged to have Recourse, and from them they were supplied at an advanced price much above that paid to the farmer who furnished them, This made the Colonists rather indifferent about encreasing the Tillage as they were not always pleased with the prices allowed for their Grain any more than with that paid for their Cattle, At present they have no difficulties to struggle with except the length and severity of the winter; which is indeed a Drawback on Agriculture. For during Six Months the Earth is so bound with Frost that they cannot put the Plough in the ground; and a total stop is put to all Manner of Farming, except laying the Manure on the Fields, which is the work of a very few Days. It can scarcely be accounted an exception to what is here asserted if at Montreal the frost sets in a week latter, and the thaw begins as much earlier than at Quebec, and to the Northward. But in Recompense for the Length of the winter,

when once the Spring begins, the vegetation is very quick, and in a few days the fields and Forrests put on a Green garment.

In the Province is plenty of good Timber for ship building and other kinds of construction· Viz Oak, Pine, Elm, Beech, Birch, Mapple, Walnut, Hiccor- etc. The Oak is very hard and tough; the Sawiers whom I employed at Quebec, who are Englishmen, complained that it was more difficult and hard to saw than any they ever cut in England, and I am told that the London Sawiers demand one half penny more a foot square for cutting it, than for english oak, or that from Norway. The best Oak on the wharf at Quebec, when squared with the axe is sold by the Cubic foot for one shilling Halifax, which 10 4/5d sterling. Good pine squared sells for 3 3/5 the cubic foot. The Beech is inferior to that found in Europe, the greatest Part of what I have seen especially the largest Timber, was rotten at the heart, and hollow like a Cannon. The Mapple, besides being useful for fuel and many other purposes yields, a juice which the Canadians as well as the other Americans for the Tree is common to all America, boil to a very good brown sugar reckoned wholesome and good for the stomack. To obtain this juice they tap the tree in the beginning of April, and let it run till it stops of itself, which, they say it does in about a Month. They pretend that the same tree will bear bleading in the manner for thirty years running, without bein hurt thereby; but I suspect they must be mistaken I should almost as soon believe that a Calf bled so frequently as to throw it into convulsions sometimes before it is killed, would make wholesome veal, as that a tree so often drained, would make Substantial and lasting timber. One species of the Birch which has a pear tree leaf, and which, from the colour of its Bark, is called the *Black Birch,* takes a fine polish, and is used for chairs, tables and other Furniture, for which purposes it is very proper, provided no part within two inches of the center be used, and that it be thoroughly seasoned; otherwise it is liable to warping and splitting; I have seen several trees of this species of more than three feet in Diameter about a yard above the ground whose shafts were near forty feet high. Whether the merchants would find their account in importing those kinds of Timber or the plank made thereof (the oak only excepted) is doubtful; because the Length of the voyage from Quebec makes the Freight much higher than from Norway.

There are annually great numbers of Pipe Hogshead and barrel Staves cut and brought down from Lake Champlain to Quebec on the Breaking up of the Ice. In order to float them down, the cutters make Rafts of them in this manner; They lay from thirteen to sixteen pieces of Light Timber such as pine, ash, Cedar etc side by side on the ice near the shore; each piece of which is from thirty six to forty feet long; those they bind together by cross pieces of a smaller size well hunnelled down; round this platform, which is generally sixteen feet wide, they raise a parapet of thirty inches in height; this parapet is wattled with such Twigs as are fit for Faucines. The Cage thus formed, they load with as many staves as it will contain. Above which they lay a bed of clay and earth on the center to serve for a hearth to cook their victuals. In this condition they wait till the Ice on the Lake breaks up and till the water rises to such a height as to set their Raft and the Ice it is built upon a float; then they embark themselves and canoes, and fall down with the Current, making use of large Oars made for the purpose; they also make use of their Blankets and Sails when the wind is favourable sometimes they build several of those cages side by side and fix them together; and float the whole in a Line; They always carry a light during the night to give warning to boats or Canoes to avoid them. Above Quebec they run them on shore in some coves at high water mark where they are unloaded and the staves are there finally dressed for exportation. It often happens that Rafts are broke to pieces on the Rapids two miles above, and those opposite to Chambly, by their taking a wrong direction. In which cases, the people save themselves the best way they can by means of their Canoes ------- In order to encourage this trade, so useful and beneficial to the nation, and which would be the means of saving to the country great sums of money, yearly sent to the Baltick to purchase staves not better, if so good the parliament some years ago thought proper to grant a bounty on pipe staves etc. imported from Canada into Britain. But the Traders alledge, that they cannot comply with the Conditions required by the Act to entitle them to the bounty without being losers on other accounts. For, they say, that the act requires, that the staves shall be two Inches thick on the thinnest edge, which is a loss to them in the waste of timber, not so much from the value of that material, as for the additional time employed by their people in felling near a

double number of trees, and making a double number of cross cuts with the saw at the proper length of the staves; that, every one of those staves, they say, is thick enough to make two; That the Freight is consequently double, which is one of the most material articles, and is no less than 25 Pound Str for every thousand of the present Dimensions; That the Hamburgh staves are not near so thick as those required by the Act of parliament from Canada to be entitled to the Bounty. And they farther alledge, that, they ow a part of those hardships to the great influence of the Hamburgh Merchants over those who were to inform the Parliament of the proper Size of that useful article in Commerce. . . . . .

The Exports from the Province in Grain, Staves, Fish, Furs, Oil, pearl and potash, Pig Iron etc are very considerable; this year 1772, they exceed Two hundred Thousand pounds sterling; a great part of which centers in Britain; the value is returned to Canada and, in English manufactures, and they draw no money out of the nation, or very little in comparison to the value. This National advantage however is against every person in Canada, who draw his Pay from Britain, Vizt, the officers of the Government, and those of the army. For as the merchants make as great remittances in some sorts of Commodities as they have occasion to demand in others, they have no need of Bills of Exchange to answer their Credit in England; and for that Reason they will not advance money on those officers Bills w'out a great discount, even although all, or a great part of the value for which those Bills are drawn May be for European Goods taken from their very stores, at 50 P. cent and upwards of advance upon the Invoice. I suspect that next summer they will hardly pay us Halifax for sterling, That is to say, they will not give above Ninety pounds sterling partly in Money, and partly in goods for a Bill on our agents for one hundred pounds lawful money of great Britain; by which means, for every hundred pounds sterling we receive in Canada, we'll lose Eleven pounds, Two shillings, Two pence, and two thirds of a penny. The Common Soldier in this case has an advantage over the officer. For by Lord Loudon's general orders in July 1757, they are to be paid the Dollar at 4/8, by which they lose only two pence on each Dollar, which by the bye is too much for them to lose; Whereas the officer, if obliged to take the Dollar for five shillings, loses Six pence on each. Bills drawn on the Treasury for the Contingencies will be

on the same terms; but as they are paid out of the nation's money, this loss is compensated by the national advantages arising from a more extensive Consumption of its Manufactures among the Canadians. etc. - - What seems strange in this case, is, that their Girls are better educated in Reading and writing than the Boys; the consequence frequently is, that a Canadian will not conclude a Bargain, unless his Spouse be present. Their vivacity they inherit from their European Ancestors, to which the climate they live in, and their Manner of feeding more upon Vegetable than animal Substances may contribute. . . . . The natives feed principally on Bread, of which they use great quantities, Cabbages, Legumes and Roots of all kinds of which they make soups, which are not disagreeable; they use little animal food in Comparison of the English; They are not addicted to drink strong spirituous liquors in general, yet many of the Lower Class begin to be dram Drinkers, since the great inundations of a poisonous firey stuff from New England, called rum, which sells cheap because it pays no Duties. ------ The Canadian Noblesse are fond of Dress, and go into it as far as their Circumstances will allow; The Lower People are cloathed with a very Coarse cloth, and wear a Linen of their own manufacture coarser than Osnaburghs. For this purpose every Farmers House is furnished with a Loom; the women are the weavers. It is more from necessity than choice, that even the peasants especially the Girls, put up with so coarse a Dress, for they are mighty fond of Finery. There is, however, one part of Dress, which is the distinguishing mark or badge of Noblesse, which no modest *Canadian woman,* not dignified with that Title, presumes to wear, be she otherwise ever so opulent, which is the *Fontagne.* In lieu of Ribbons the Bourgeoise wear a Band of Linen or Muslin round their Heads, which has a very good effect. . . . The Men are much adicted to smoaking Tobacco, to which they are accustomed from Mear Boys; not one of them is to be met with, but who is provided with a pipe, a Tobacco pouch, a flint, steel, and match for that purpose, On every farm there is a patch of Land planted with Tobacco, which might be better employed. They have not yet fallen into the Method of keeping Taverns on the Road for the accommodation of passengers, for which Reason, such of the English who travel from Montreal to Quebec carry their provisions with them if they cannot put up with Eggs, Milk, a

coarse but wholesome brown bread. If one stops and lodges at one of their houses, they will furnish him with a tolerable Bed, coarse but clean sheets, they will offer him what provisions the house affords with a very good grace, but when a Bill is demanded, the answer is 'What you please, we never tax Gentlemen," By this means they often get three Times the value of what they furnish. . . . . The Discouragement they formerly met with in their Husbandry made them careless and indolent, and the length of their winter, when they have little or nothing to do, inures them to laziness. It is true that numbers are employed in the woods during that season in cutting timber for construction, staves or fuel, and drawing it out afterwards; in trucking fuel to their own houses; or such as are near Quebec or Montreal in carrying some thither for Sale; but the numbers of those so employed is inconsiderable in proportion to the numbers not employed for want of opportunities. These Idlers during the winter do nothing but lounge about smoaking their pipes, go a Scateing or Carrolling; as they have no manufactures to occupy themselves at home. In regard to manufactures, they never can have any in the broad cloth way, till they change entirely their breed of sheep, for the wool of the present Breed is not fine enough, and is moreover Mixed with black Tufts; and numbers of their sheep are quite black; in Linen they might do something, as they raise good flax on every concession, but hitherto none has been found among them of a genius to project, or carry such a project into Execution. . . . . .

A SELECT BIBLIOGRAPHY ON CANADIAN ECONOMIC HISTORY FOR THE PERIOD AFTER 1783

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